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### CONTENTS.

#### Births, Marriages and Deaths.

#### Local and General.

#### The Question of Subsidiary Coins.

#### Prosperous Shanghai.

#### An Industry for Kowloon.

#### The Folly of Hurdle Races.

#### The Development of Formosa.

#### Railways in the North.

#### On the Subject of Opium.

#### U. S. Pacific Fleet.

#### Telograms.

#### King Alfred's Score.

#### Chinese Bomb Outing.

#### Anti-Monarchical Outing.

#### Canton-Hankow Railway.

#### Meetings.

#### Sanitary Board.

#### Kulungau (Amoy) Municipal Council.

#### Legal Intelligence.

#### An Infant's Mortgage.

#### Another Infant's Mortgage.

#### Lunacy Inquiry.

#### Police.

#### Dead and Dumb Chaffeur.

#### Undertakers and Marriage Ceremonies.

#### Miscellaneous Articles and Reports.

#### Subsidiary Coins.

#### Canton-Hankow Railway.

#### Anti-Opium Regulations.

#### Hongkong and Shanghai Banking Corporation.

#### French National Holiday.

#### Indo-China Steam Navigation Company.

#### Harbour Collision.

#### Hatchang's Engine Damaged.

#### The Gymkhana.

#### Death of Mr. J. M. Bass.

#### Marine Court.

#### Killing Fatality.

#### The Currency Question in Indo-China.

#### The Royal Hongkong Golf Club.

#### Bell's Asbestos Eastern Agency, Limited.

#### Malaya Polo.

#### Sir Claude MacDonald.

#### Motors for Chi.

#### The Defence of Shanghai.

#### Unrest in China.

#### The Situation in Vladivostok.

#### China Squadron.

#### Japan's Trade Field in China.

#### Riots in China.

#### A Deal in Langkats.

#### The Tairen Customs Regulations.

#### Terrible Experience on the High Seas.

#### South China Disturbances.

#### The Japanese Question in America.

#### The Siberian Route.

#### Raid Australia C. M. Co.

#### The Press in Korea.

#### Canton Day by Day.

#### The Fochow Dockyard.

#### Chinese Students in Japan.

#### The Anti-Opium Campaign at Shanghai.

#### The Huanku Consistency.

#### The Unrest in Kwangtung.

#### China's Currency.

#### The Proposed Shanghai Exhibition.

#### The Return of General Kuriki.

#### Yokohama Claim for Contract Money.

#### The Japanese Financial Situation.

#### The U. S. Pacific Cruise.

#### The Franco-Japanese "Entente."

#### Japanese "Black and White" Whisky.

#### Indo-Japanese Trade.

#### Japanese "Scotch Whisky" Case.

#### The Charge against a Bank Comptroller.

#### The Formosa Campaign.

#### Shanghai Vampires.

#### A Comparison of Two Navies.

#### What about the S. S. "Netherland."

#### The Trade of Singapore.

#### Taijiong Pagar Dock Company, Limited.

#### Public Companies.

#### Bangkok Chinese and the Naval Visit.

#### Bangkok Paddy Crop.

#### Commercial.

#### Yarn Market.

#### Exchange.

#### Local and General.

form the public that British subsidiary coins are legal tender up to \$2 in silver or \$2 in copper on each bill. To that the Colonial Treasurer replied that there was no objection to adding that fact to the notification. In the current issue of the *Government Gazette* the notification to which the Colonial Treasurer referred is published, and gives substantial effect to Mr. Osborne's request. The notification contains no more information than has been generally known by the better-informed people of Hongkong and, of course, by the entire body of merchants and traders in the Colony. The only fact which is apparent to those not dealing with the question of currency and exchange, as an everyday affair, is the fact that the coins minted at Canton or other places in China are only eight-ninths of the value of the standard coin of the Colony. The rest of the information which makes up the text of the notification is the fact that the legal tender of Hongkong subsidiary coins is one of \$2 nominal value in silver and \$1 in copper. That is a matter of common knowledge even, we may presume, among the schoolboys of the city. One important fact, however, to be added from the information imparted in the official communication is that all coins tendered to Government departments by the public in payment of monies due to the Government will not be put into circulation again. Such coins, we are informed, the Government intend to send to the melting-pot and so reduce the amount in circulation to one actually "required by the necessities of business in the Colony." If by the return of the two million odd dollars of subsidiary coins last year to Birmingham the Colony had incurred a loss of something like \$100,000 we dread to contemplate what will be the expense involved by the luxury of returning some \$40,000,000 of subsidiary coins, which is the amount estimated that has been put into circulation in the Colony. By a process of elementary arithmetic let us multiply \$100,000 by 20 and we arrive at the enormous total of \$2,000,000 which the Colony might be required to pay for the privilege of calling in the subsidiary coins, allowing, of course, a certain amount for what is considered as being required "by the necessities of business in the Colony." That amount is for all practical purposes, as at present ascertainable, an indefinite figure, and he will be a bold statistician who will attempt to say, even approximately, what "the necessities of the Colony" are in such a matter. There is no authority who can venture upon a reliable opinion. How the difficulty of overcoming the influx of the provincial coins of China into the Colony by prohibiting them from getting into circulation can be met is the crux of the whole situation. We have heard the Government decided on every hand for its policy in connection with one of the most difficult financial problems of the hour as affecting the commercial prosperity of Hongkong. But we reiterate the view we once before expressed that the Colonial authorities are far from being to blame for the present deadlock, which we have arrived at mainly by the supineness of the traders in accepting the alien coins and putting them into circulation in the course of their business in Hongkong and its vicinity. A few years ago when the problem presented none of the acute features which it does to-day the Government did the Chamber of Commerce the honour of approaching it for its advice on the matter, and in doing so we must give credit to the administration at the time for consulting a body which should certainly have been possessed of the best information and of the practical experience which might guide the Government in steering a clear course in the question of the standard currency in Hongkong for its trade requirements. Looking up past volumes of the Chamber's transactions we find that the information given the Government by that august body of merchants and traders was to the effect that Hongkong was powerless to restrict the importation of foreign coins into the Colony for fear of the retaliatory measures which the Government of Kwangtung might be advised to take and return to the Colony the many millions of its small coins which had found their way into favour amongst the Chinese in the interior of that province and beyond. Now the same difficulty presents itself to the Government of Hongkong in a far more aggravated form for the reason that since the time to which we allude millions of coins have been minted profitably to the provincial treasury of Canton, and sent out to Hongkong where they have found ready circulation and acceptance. That the Government finds itself impotent to decree the prohibition of the alien Chinese coin is evident from the fact that not even so much as a tentative effort is made or any suggestion offered in the notification on the subject under discussion. It has been often and often urged that, because the Straits Settlements, Siam and the Philippines had found it practicable to prohibit the influx of foreign coins into their territories, there was no reason why Hongkong should not promulgate a decree against the coins issued by the Viceroy of Canton and dumped into our great entrepot of trade in Hongkong. (I, of course, he advocates of prohibition cannot be aware of the difficulties of such a policy, as the hinterland trade of the places cited is controlled absolutely by their respective governments, whereas our own hinterland is China, itself, which presents an insuperable difficulty in legislating in a matter of such vital importance to the interests of Hongkong and China itself. Moreover, the army of officers which would be required by the anomalous introduction of a preventive service in the free port of Hongkong so as to detect the

importation of the prohibited currency would involve such an enormous expenditure that it would militate against any and whatever advantage that might accrue to the trade of the Colony by the enforcement of such a prohibition. That is, of course, assuming that such a prohibition could be made effective, but we argue that it could never be so; first, by reason of the fact that Hongkong is a free port; second, by reason also of the fact that many scores of junks enter all the ports of the island and the New Territories every twenty-four hours; and also by the difficulties which the maritime communications of the port and the mainland present in maintaining an effective excise service. No sane individual in the Colony will argue that the freedom of the port should be destroyed simply to keep out the coins of a foreign government, when it is in the power of the traders themselves, if they were to co-operate amongst themselves, to reject the foreign subsidiary tokens tendered in payment in the ordinary course of business. By the publication of the notification not one step is advanced towards the adoption of any remedial measures to overcome the currency difficulties of Hongkong. The Government is powerless. The situation has been created by the merchants and traders themselves, and by the moneychangers, whose business it is to turn a profitable dollar out of their exchange transactions. Let the commercial section of the community combine to resist the acceptance of the foreign coin and then we will find that the difficulty will automatically resolve itself in the currency of Canton being so depreciated that it will be accepted only at its intrinsic value. If its local market value should by any circumstance go below the metal price of the taken then, coin as the provincial mint may agree to do, if it has no market for its production, by the irrevocable law of supply and demand the Government of Canton will find itself compelled in its own interest to discontinue turning out a coin which is debased in the eyes of the commercial community of Hongkong.

#### PROSPEROUS SHANGHAI.

Hongkong and Shanghai are so indissolubly bound together in a community of interests which extends to every branch of business and social life that the affairs of the Northern Settlement are of perennial interest to the residents in this Colony. That interest is especially directed to the trade operations of Shanghai and there is no meeting of merchants there which is not scanned and read with attention by the investing public of Hongkong. The report of the Commissioner of Customs, Mr. H. Elgar Hobson, on the trade of the port last year should, in these circumstances, find a wider public than those which are generally issued by the Statistical Department of the Imperial Maritime Customs and, as will be seen later, it merits that consideration on its own intrinsic value. The Commissioner begins in the best spirit of the well-satisfied official, for he remarks that: "The most interesting characteristic of the condition of Shanghai generally during the year 1906 has been the ever-increasing expansion of the town in every direction." He states that new extensions are constantly being developed and that new schemes are daily maturing. Reference is made to the engineering and architectural works begun or completed, and proceeds to deal with the enormous expansion in the motor-car trade, to which we may have occasion in a future article to refer. In fact the entire section which goes under the sub-head of "local" is a testimony to the progress of Shanghai in the right direction. Educational facilities are becoming popular, and the "immense success attained by the local Dock Company during the last few years has naturally attracted competitors, who have recently so increased in numbers as to seriously threaten the hitherto unquestioned supremacy." With regard to the revenue of the Customs it will not be pleasant reading for the Britisher to learn that the duties paid by vessels flying the British flag have fallen off by over half a million in aikan tael, but that does not mean to say that the British mercantile marine is in any great danger of losing its leading position, for while the duty paid by the British flag amounted to over seven million taels the nearest competitors, the Germans, only paid a million and a half, the Japanese ranking third, with slightly over one million. "The total collection was over 124 million taels, showing an increase of about three-quarters of a million taels above the collection of the preceding year, which was already the largest on record. The increase is mainly under export duties (over Hk. Ts. 300,000), but the increase of over Hk. Ts. 180,000 in tonnage dues is a testimony to the ever-growing size of steamers visiting the port. Under flag distribution, as compared with the figures for 1905, it is noticeable that the duties paid under the British flag show a decrease of over half a million taels, while the Japanese flag exhibits an interesting increase of over 1 million, having augmented 70 per cent, and immediately recovered, with interest, their loss during the war. The German flag has held its own, with a slight increase of about Hk. Ts. 200,000; while the Chinese flag remains almost stationary, with a slight improvement of Hk. Ts. 60,000. It will be observed that no less than 5,419 drawbacks (Hk. Ts. 146,707) were marked for cash payment during the year, as compared with 3,075 (Hk. Ts. 95,300) in 1905. The new facilities for rapidly obtaining loans of drawbacks, as introduced from the 1st December, 1905, having evidently proved

of advantage to merchants, who now utilise them freely." Entering the domain of foreign trade, the Commissioner states that the gross value of arrivals aggregated over 257 million taels, against 259 million taels in 1905; but these figures cover the vast stocks of piece goods ordered at the close of the Russo-Japanese war, and singular buyers in many cases over-estimated the stocks that they would be able to dispose of. Consequently, the local reserves of piece goods increased enormously, as the ostake gradually resumed its normal course during the first half of the year, and during the latter half the falling off was nearly universal, reaching in some cases to over 33 per cent. Indian yarns, it is stated, "lead in the market, but they do not command anything like the value of Japanese or other local varieties." Russian oil has disappeared altogether from the Shanghai market; American case oil shows a decrease of some fifteen million gallons; while Sumatra oil has increased by over 60 per cent, which must be good reading for the shareholders of the joint British and Java Company, which controls the oil-fields in the South. "The total tonnage of all the vessels visiting the port during the year aggregated 17,379,964 tons, or nearly three millions more than during 1905." The mere number of vessels engaged, especially sailing vessels under the Japanese and native flag, is of little weight, since such are mainly launce-towed craft on the Boohow-Hang Chow traffic. Among the foreign flags the British flag shows a decrease of about 100,000 tons, while the Japanese exhibits the remarkable increase of over 500 per cent, having gone up for steamer tonnage from 488,653 in 1905 to 1,860,007. The French flag also shows a notable increase of about double the preceding year's figures, viz. 773,249 steamer tonnage, against 433,500. This is chiefly due to the fact that there has been a new line of three magnificent river steamers bearing the French flag. It is worthy of note, says the Commissioner, that many of these local lines, the French, German and Japanese among others, are in receipt of subsidies from their respective Governments, which enable them to compete under very advantageous conditions with other lines less favourably situated. The large Danish steamers, running to Vladivostok and practically Russian owned, and in connexion with the Trans-Siberian Railway. The transfer of flag will probably be arranged before long, thereby enabling the company to claim a subsidy from the Russian Government as mail carriers. The opium imports amounted to 13,638 piculs as compared with 13,981 in 1906 and 16,438 in 1905, while the value increased from five or six million taels. From the Customs point of view Shanghai is flourishing, and it will be the wish of those in Hongkong, who are interested in the Northern Settlement, that its prosperity may be reflected in the balance-sheets of the numerous companies in which local investors are interested.

#### AN INDUSTRY FOR KOWLOON.

(8th July.) Some time ago, when we had occasion to remark on the development of Kowloon, alike as a residential and business area, and the possibilities which will, in all probability, be realised in the near future, reference was made to the admirable system of roadways which have been constructed there under the superintendence of the Public Works Department. The inconveniences, delays and dangers caused by the narrow thoroughfares in Victoria have not been lost sight of by the Department when considering the question of extending the street communications of Kowloon. Indeed, it would have been strange and suggestive of an optical derangement not to say a mental infirmity and a departmental twist had the constant congestion of the principal arteries of the city resulting from the old-fashioned notions of what was necessary for vehicular traffic escaped the attention of the officials responsible for the construction of roadways in the Colony. Except in the dead of night, and only for a few hours then, the main streets of the island are thronged with vehicles to such an extent that everyone must be thankful that the peculiar situation of the island, its conformation, and characteristics, have precluded the introduction of horse-traction for commercial purposes. In Kowloon, which is only in its infancy, and already exhibits the attributes of a lusty growth, the old policy has given way before an enlightened administration which promises to confer on that desirable portion of a peninsula benefits which have been denied to Hongkong and to the City of Victoria in particular. As the residential district of Kowloon are augmented, either by the introduction of new industries or the partial transference of old established firms from the island to the mainland which is being carried into effect or in contemplation, the question of adequate street communications is of necessity, one of daily consideration by the Public Works Department. And, judging from the character, meaning the width and bed formation, of the roads which have lately been built to suit public requirements there can be no doubt as to their suitability to meet the extensive traffic which exists in Kowloon at present and is every day increasing. The main roads are 10 to 12 feet in width, which leaves ample room for their adornment by the planting of trees, after allowing a sufficiency of space for the passage of the ordinary street traffic; while the side roads, which are mainly for the convenience of the immediate residents, are more than sufficient to meet the lighted needs of the special community for

whom they are intended. But the fact that the arterial system of Kowloon is based on the sound principle of providing for the growth of the district, particularly as an industrial and commercial centre, is suggestive of more than the mere utilitarian purpose of the roads. It may be remembered that on a previous occasion we referred to the introduction of motor-cars into Hongkong. If there is one place more than another where the motor-car might be considered out of place, it is surely the island of Hongkong, where there are neither roads suitable nor objectives of interest to reward the enthusiasm of those who indulge in the luxury of the latest form of locomotion. In Kowloon, however, the conditions are entirely favourable to the desires of the motorist, and are likely to become more so when the railway to Canton becomes an accomplished fact. The pleasure incident to the negotiation of a variety of difficulties and the traversing of a country which to the majority of people is, at present, a *terra incognita*, will be at the command of the amateur chauffeur and his friends, and here is no reason why a prosperous and flourishing trade in automobile requisites should not be established on the peninsula to meet the needs of those who are in a position to give vent to their roving propensities. In this connection some remarks which appear in the report for 1906 of the Commissioner of Customs at Shanghai are probably indicative of what will occur at Kowloon when the "bacteriae automobilium" make their appearance at Kowloon. Referring to the tramway scheme at Shanghai, the Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negative, mainly, upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curiously enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town, than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage godowns far removed from their offices, the Municipal Council's new motor chemical fire engine, etc., all prove how welcome and serviceable the new industry is in this country." The American Consul, Taingtau writing on the same subject exhorts the manufacturers of automobiles in the United States to recognise and take advantage of the openings which one afforded those who desire to obtain a share of the trade which is bound to arise in the motor-car trade. If in Shanghai and Taingtau the auto-car industry has already been considered worthy of attention by the official world which takes stock of commercial affairs, the future of the motor industry in Hongkong and especially in Kowloon should certainly not be neglected by those enterprising enough to take time by the forelock. Every thing tends to favour the idea that when Kowloon has come into its own, and when the many opulent Chinese merchants and Europeans in a position to invest in motor-cars are interested in the idea, there will be something in the nature of a rush to be in the fashion. Whether the less fortunate of the population will enjoy the prospect of a host of horseless vehicles speeding across the country intent upon their own affairs rather than concerned with the interests of the people is another matter which will, of course, have to be the subject of legislation. But if motor-cars are a recognised feature in Hongkong to-day there is no reason why they should not flourish in Kowloon to-morrow, where the roads, conditions and benefits are infinitely more attractive.

#### THE FOLLY OF HURDLE RACES.

The farcical display of jumping which was given by the China ponies in the hurdle race at the gymkhana held at Happy Valley on Saturday should at last convince the Committee that this event on the programme should be obliterated once and for all. Either the ponies cannot or will not jump over the low hurdles erected on the course, but we lean to the former belief, which has been succinctly and colloquially expressed in the words of a race goer, who observed that "China ponies cannot jump hurdles for sour apples." If the hurdle race were merely inserted on the card with the object of arousing the risibilities of the spectators, the idea would be sufficiently ridiculous in itself, but when life and limb are endangered, as they were on Saturday, and as they always have been in this egregious exhibition, the stewards should realise that their responsibility is not limited to the tacit encouragement of the comical. There is nothing of the element of sport in a competition which is usually won, not by the best horse, but by the strongest, which boldly pushes its way through instead of over the hurdles. As a matter of fact, the horse which starts last and leaves the obstacles on the course to begound under foot by the leading contestants has apparently the best chance of reaching the winning post, having profited by the labours of the others at the preliminary hurdles. But even then, the spectators have had to witness a display which began with a fall when the ponies refused time and again to take the jump and ended in a tangle when the same tactics occurred at each successive hurdle. The fact is, the China pony is not

built for jumping hurdles; it is too heavy in the shoulder, neck and head and bears about the same relation to a hunter as a dryhorne to a horse. A local enthusiast in racing remarks that the China pony can be depended upon to negotiate dry cuts, and in Shanghai some wonderful jumps over water-courses have been witnessed, especially in the papers chased, but there again they have been schooled to their work, which is not the case in Hongkong. On Saturday, according to our information, two ponies were off in the hurdle race that had never previously tried a hurdle, while had it been a mile race the pony which did win would not have been among the first three of the four runners. It is therefore little less than absurd to continue including in the programme of gymkhana after gymkhana the usual hurdle race as if the Committee had the hope of discovering some day an Oriental Grand Nationalist, and the sight of a rider toppling out of his saddle and whipping the frightened animals half a dozen times before each hurdle is certainly not conducive to sport, and is not sport in any sense of the term. The committee, who frame the programme would be well advised if they dropped the hurdle race from future meetings, and we trust they will take our hint, which is offered in the best spirit and will certainly be endorsed by all who have the interests of pony-racing in Hongkong at heart. Fortunately, on Saturday the accident to the rider of Beaufort did not prove to be a serious one, but it should not be necessary to kill somebody before a needed reform is made.

#### THE DEVELOPMENT OF FORMOSA.

(9th July.)

Evidence is not wanting that since the Japanese occupation of Formosa, or Taiwan as it has been re-christened, steady progress has been made in the development of the resources of the island. Prior to the appearance of the Japanese on the scene, the aborigines caused the Chinese Government endless trouble, and, as the writer, in the Financial and Economic Annual of Japan says, "it appears to have become second nature with the villagers to join in disturbances and set themselves in opposition to the Government authorities." Within two years after the Japanese had effected a landing on the island the military administration of the country had been superseded by the civil. Plans were laid, were drawn up, with respect to the aborigines, of the aboriginal tribes, and the policy regarding communications, finance and monopoly, and were gradually carried into effect. The finances of the island became independent during 1905-6, for not only were the administrative expenditures met with the receipts of the Government of Taiwan without any pecuniary assistance from the Central Government, but it was also found feasible to defray out of the insular revenue the expenses of undertakings which it had been proposed to provide for by means of public loans; and, moreover, the account for the current financial year is expected to exceed by more than five million yen that for the preceding year, which was a little over twenty millions. The finances of Taiwan are, therefore, in a very promising condition. Further, the coinage system of the island has now been placed on a purely gold basis, and the silver coins and silver notes which were hitherto current have almost disappeared from the market. The reform in the coinage system and the development of the productive industries of the island have increased the volume of its foreign trade. It was not deemed advisable to prohibit opium-smoking absolutely, but measures were adopted whereby the habit might be eradicated gradually. Opium was made a Government monopoly and sold at a fixed price, while the local authorities were required to undertake the duty of inspecting all opium dens and warning the people against the evils of opium-smoking. The habit has not yet been suppressed but it is believed that in course of time the consumption of opium in Formosa will cease as the result of the enactments of the authorities against the unlawful use of the drug. Salt, camphor and tobacco are also Government monopolies and they appear to be in a prosperous condition. With regard to trade generally, an interesting account of what has been done to develop the country is given in the Annual referred to. It is recalled that Taiwan was brought under cultivation by immigrants from South China in the last days of the Ming dynasty. These settlers, as soon as the soil under cultivation became exhausted, removed to other parts and began afresh to cultivate; all that they needed they either produced themselves or awaited its supply from the Chinese mainland. There was among them no development in the direction of division of labour. Moreover, as the costs of the island are exposed to high seas and gales in all seasons except between April and August, coasting trade was beset with such difficulties that there was absolutely no exchange of commodities between different parts of the island, and this state of things continued until the time of the Japanese acquisition of the island, when enormous differences were discovered in the prices of commodities between localities in the northern and southern portions of the island. Thereupon, the Government itself began to cut canals and open the main roads, and commenced in 1899 the construction of a railway to run from one end to the other of the island. That railway is now complete from north to south, with the exception of fifteen miles in the middle over which a light railway has for the present been laid. A

### The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 13, 1907.

#### THE QUESTION OF SUBSIDIARY COINS.

(6th July.) It will be remembered that at a recent meeting of the Legislative Council the Hon. Mr. B. Osborne made a series of enquiries relative to the subsidiary coinage of Hongkong to which the Colonial Secretary replied that "a notification to the public on the subject of subsidiary coin generally is being considered." Mr. Osborne also enquired whether the Government would in



great step forward has therefore been taken in the means of transportation of goods, and now marked differences in prices are no longer to be found between different parts of the island. The future of the island, it will be seen, is now assured and the credit must be given to the able administrators who have managed to bring order out of chaos in a country which only a few years ago was overrun by warlike aborigines.

#### RAILWAYS IN THE NORTH.

(10th July.)  
Some interesting particulars regarding the progress of railways in North China is given by the Commissioner of Customs at Hangchow, Mr. von Tanner. It is stated by the Commissioner that the general desire for progressive reforms, already shown by tangible results in other parts of China, has caused some ripple even in the ultra-conservative province, and the struggles between the Old China and the progressive parties have been frequent and bitter. Ever since the port was opened in 1896 railways were talked of, but resulted so far only in numerous surveys made by various foreign companies. Now for the first time work has been actually commenced by an exclusively Chinese company on a line which is to connect the foreign settlement and eventually Kashing with the Hangchow city and the Tientsin river. The ground for the line has been cleared, embankments have been commenced, and road materials and a locomotive have been landed. Although some people say that the energy displayed is but for the purpose of making remunerative terms for the promoters in case of a forced compromise with the British Company that claims to hold the concession for the Chekiang railways, and although dissent has already broken out in the managing department over the giving-out of contracts, still there is little doubt that more is in it, as even a further extension to Kashing and from Kashing to Shanghai is under consideration. The effect on trade by these projected railways is hard to estimate; the splendid waterways of this province, badly neglected but easily repaired, should be equal to all demands for years to come. But of course the repairs, be they ever so little, must be done, as any lengthy drought such as has frequently occurred in former years would at present, practically, cut this port off from the outer world. While the main theme of the Commissioner's report on the trade of Hangchow last year is concerned with railways, a highly interesting dissertation on the opium traffic is given by the same writer. He observes that the opium trade shows a large decrease as compared with the figures for 1905. It is probable that a greater proportion of the drug used is native grown, though, according to reliable information, the eating and injecting of morphia has replaced smoking to a great extent. While the importation of foreign opium or even the extensive cultivation of the native drug can be checked, it is feared that there are far greater difficulties evolved in preventing the inflow of these even more pernicious pills, so easily smuggled into the country in small quantities. Imperial decrees ordering the giving up of the opium habit were promulgated during 1905, and posters and exhortations were issued as well by the local authorities. Should, however, the opium smoker change his habit and satisfy his craving by the eating or injecting of morphia, the officials will be helpless in the matter as both are so much easier concealed than the smoking to which habit various cumbersome pamphlets are necessary. While for 1905 a total falling off of 388 piculs of opium as compared with the import in 1904 was recorded, the decrease experienced during 1906 amounts to a further 496 piculs, of which, however, 242 piculs were made up again by the importation of that quantity of duty and liti paid opium cleared in Shanghai. The actual importations of the various kinds of opium during the year were: Benares, 89 piculs; Malwa, 1,471 piculs; and Patna, 41 piculs. On the whole, the report on the trade at Hangchow for the past year is not exactly exhilarating, but there is evidence that with increased facilities of communication and a moderate season, the port is likely to increase in importance and in the prosperity of the inhabitants of the district.

#### ON THE SUBJECT OF OPIUM.

(11th July.)  
It is seldom that the office of Secretary of State for India comes within the glare of the limelight, for the simple reason that the holder is more of a revolving authority than an originator, with the result that Secretaries for India have had their briefest and departed without leaving the slightest trace of their existence. It has happened, however, that Mr. John Morley, the present Secretary, has had to face a series of circumstances which have brought India and his office into prominence, and given one who is more of a literary recluse than an ambitious statesman the opportunity of showing his calibre. Whether the people of England or, indeed, anybody without the confines of India, can form a just appreciation of the real meaning of the reform movement in that Empire, its objects and the character of its protagonists, is extremely doubtful, but it is unquestionable that so far as an Englishman can understand the situation and the general drift of popular opinion which work towards the "unrest" among the educated classes of Britain's great dependency. These matters are of no immediate concern to Hongkong, although their effects may eventually become palpable in trade—but one passage in Mr. Morley's speech, with reference to the opium question, is of direct and instant importance to this Colony, namely, the cultivation and exportation of the opium habit, but it is not always apparent that these representatives of Cecil Rhodes phrase "unrestful rectitude" have done more than skim the surface of the problem. If vice and evil could be eradicated to-morrow it is safe to say that half the world and among that half a great proportion of the allegedly virtuous and evil ones, would combine to rid the earth of its noxious features. But vice and evil can no more be dispensed by a resolution of political righteousness than chronic deformities can be removed by the benevolent Mr. Morley in a moral and practical politician, which is not altogether a peculiar combination in an English Minister, and in his Budget speech his practical common-sense was made evident over his moral views. He stated that he had received an enormous number of letters from churches and others who were deeply interested in the opium trade, and he paid a tribute to the sincerity of his correspondents; but he added a remark which must have given the "unco-gold" pause for thought. He said: "They often use the expression 'highbushness before revenue.' Yes, but you must not satisfy your own righteousness at the expense of other people's revenue." Here was a home thrust which by no means suited a certain section of the emancipators, and a valiant member of the House jumped into the breach with the remark: "We are quite prepared to bear the expense of our righteousness." Well and good, but the dry rejoinder of Mr. Morley will be appreciated by those who are not led away by visionary schemes. He said: "I present that observation hopefully to the Chancellor of the Exchequer—well, not very hopefully." Do these disinterested philanthropists of England propose to compensate the Crown Colonies of the Far East for the reduction in revenue which must inevitably be suffered as the result of their magnanimous legislation? If so, then there is no problem whatever to be solved, no ways and means to be devised, no capricious estimates to be overhauled, no imposition of inordinate burdens to be mitigated. The way is clear and straight, and in spite of all that has been said and done by the Crown Colonies of the Far East will be as they were. But even so, do these babbles of faddistic tendencies fancy that the opium trouble will be ended? Possibly they do, but as everyone with any experience of China will admit, they are liable to see their views judiciously shattered. Two millions sterling is a conservative estimate of the annual amount which will compensate for the loss of the opium trade in Singapore and Hongkong, and the British sector who is prepared to divert that sum from the Imperial exchequer for a questionable advantage must be either very thick-headed or generous by proxy. The opium question is by no means settled as yet either in India or in China, and despite all the efforts of the regenerators in England and America it will remain a problem for many days to come. We say nothing about the inclination of the people of China, the essential features of the opium trade in Hongkong as well as in Singapore, the impetus that will be given to smuggling, the necessity for the provision of a preventive service, the undue taxation of an over-axed population, in fine the absurdity of it all, but we leave it to the conscientious thinker whether the taste for opium among the Chinese can be determined before the arrival of the millennium.

#### U. S. PACIFIC FLEET.

(12th July.)  
Concerning the U. S. Fleet in Far Eastern waters of which so much has been heard within the past couple of weeks, there need be little cause for speculation over the contemplated manoeuvres which are about to take place under the Command of Rear-Admiral Evans. The present excitement regarding the alleged invasion of the navy in the Orient is regarded as rather peculiar in view of the recent orders affecting vessels in Philippine and Chinese and Japanese waters. As a matter of fact, instead of increasing the fleet here the number of vessels will be actually decreased by two and in armament to a very positive degree that can be worked out by any person with a mathematical turn of mind. We learn from the *Montreal Times* that the situation that presents itself, according to naval experts, is this: The armoured cruisers *West Virginia*, *Colorado*, *Maryland* and *Pennsylvania*, the only formidable war vessels now in the Orient, have been ordered to San Francisco, and the armoured cruisers *Tennessee* and *Washington* have been ordered to the China station; the cruiser *Cincinnati*, now on duty in this section of the world, has been ordered home and the cruiser *Baltimore* has been ordered home; the cruisers *Tennessee* and *Cleveland* are on their way here to take their places. So that it appears that four vessels of 13,680 tons displacement, one vessel of 4,413 tons and another of 3,213 tons, have been taken away from a fleet that is to be increased with the addition of two vessels of 14,000 tons and one vessel of 3,202 tons and another of 1,910 tons. In point of fact, therefore, the U. S. Navy in the Orient aggregates 26,975 tons displacement, less it loses sixteen 8" fifty-six, seventy-two, 3" and 4" three-pounder guns in its four armoured cruisers, having eight 10" thirty-two 6" forty-four 3" and twenty-four 3" pounder guns. The armament of the protected cruiser *Cleveland* and *Denver* is about the same as that of the *Baltimore* and *Cincinnati* although the former is much lighter with regard to her main battery. It will be seen therefore, experts say, that instead of increasing the fleet it is actually being decreased by a very appreciable amount both in weight of vessels and of armament. Even if the *Cincinnati* is not sent home the difference will not be materially affected. The installation of the batteries at Subig Bay appears to be attracting considerable attention also, the experts contend, without reason. "In all Federal departments," according to our Manila contemporary, "public work will be found to take a decided spurt immediately after the beginning of the new fiscal year when new appropriations become available. The appropriations for certain forms of fortifications is made in a lump sum which runs very low toward the end of the fiscal year and only such work as is absolutely necessary can be done. When the money has been delayed by lack of funds, it is rushed. Unlike the Philippine government appropriations are not 'continued' under the Federal government. Only money specifically appropriated can be spent. In some departments the head thereof cannot even buy a box of pins or rubber bands unless Congress specifically provides for the purchase thereof. This is quite a bit of the fortification work in the Philippines was delayed by lack of funds and when the money became available July 1 the completion of this work was immediately begun. In addition to this certain of the Army officers who are stationed on the work at Subig Bay will shortly be returning to the United States and they want to see their work done before they leave. This is the explanation of the activity in Army and Navy circles which experts say actually explains."

A Peking letter states that H. E. Chow Fu, military adviser for the well-known individual, is at large about the opium habit, but it is not always apparent that these representatives of Cecil Rhodes phrase "unrestful rectitude" have done more than skim the surface of the problem. If vice and evil could be eradicated to-morrow it is safe to say that half the world and among that half a great proportion of the allegedly virtuous and evil ones, would combine to rid the earth of its noxious features. But vice and evil can no more be dispensed by a resolution of political righteousness than chronic deformities can be removed by the benevolent Mr. Morley in a moral and practical politician, which is not altogether a peculiar combination in an English Minister, and in his Budget speech his practical common-sense was made evident over his moral views. He stated that he had received an enormous number of letters from churches and others who were deeply interested in the opium trade, and he paid a tribute to the sincerity of his correspondents; but he added a remark which must have given the "unco-gold" pause for thought. He said: "They often use the expression 'highbushness before revenue.' Yes, but you must not satisfy your own righteousness at the expense of other people's revenue." Here was a home thrust which by no means suited a certain section of the emancipators, and a valiant member of the House jumped into the breach with the remark: "We are quite prepared to bear the expense of our righteousness." Well and good, but the dry rejoinder of Mr. Morley will be appreciated by those who are not led away by visionary schemes. He said: "I present that observation hopefully to the Chancellor of the Exchequer—well, not very hopefully." Do these disinterested philanthropists of England propose to compensate the Crown Colonies of the Far East for the reduction in revenue which must inevitably be suffered as the result of their magnanimous legislation? If so, then there is no problem whatever to be solved, no ways and means to be devised, no capricious estimates to be overhauled, no imposition of inordinate burdens to be mitigated. The way is clear and straight, and in spite of all that has been said and done by the Crown Colonies of the Far East will be as they were. But even so, do these babbles of faddistic tendencies fancy that the opium trouble will be ended? Possibly they do, but as everyone with any experience of China will admit, they are liable to see their views judiciously shattered. Two millions sterling is a conservative estimate of the annual amount which will compensate for the loss of the opium trade in Singapore and Hongkong, and the British sector who is prepared to divert that sum from the Imperial exchequer for a questionable advantage must be either very thick-headed or generous by proxy. The opium question is by no means settled as yet either in India or in China, and despite all the efforts of the regenerators in England and America it will remain a problem for many days to come. We say nothing about the inclination of the people of China, the essential features of the opium trade in Hongkong as well as in Singapore, the impetus that will be given to smuggling, the necessity for the provision of a preventive service, the undue taxation of an over-axed population, in fine the absurdity of it all, but we leave it to the conscientious thinker whether the taste for opium among the Chinese can be determined before the arrival of the millennium.

#### Telegrams.

##### "HONGKONG TELEGRAPH" SERVICE.

##### "KING ALFRED'S" SCORE.

##### WORLD'S RECORD IN GUNNERY.

##### BULL'S-EYES FROM THE HEAVY GUN.

##### Shanghai, 8th June, 11 a.m.

##### H.M.S. King Alfred has made a world's record in gunnery at Weihaiwei.

##### Three six-inch guns in one minute fired off 88 rounds and 87 hits were scored.

##### Of these, 29 were bull's-eyes.

##### Two nine-inch guns fired off 19 rounds in two minutes and made 19 hits.

##### Fifteen were bull's-eyes.

##### CHINESE BOMB OUTRAGE.

##### ANTI-MONARCHICAL FANATIC DESIGN.

##### THREE OFFICERS KILLED.

##### Shanghai, 8th July, 1.15 p.m.

##### On Saturday, while His Excellency En-Shou was inspecting a review of the cadets of Anhui, an anti-monarchist flung a bomb amongst a group of officers surrounding the Governor.

##### His Excellency escaped, but three officers were killed.

##### His Excellency En-Shou, the Governor of Taijien, Shansi, is noted for his anti-foreign tendencies and his appointment was the subject of protest by the British and Foreign Ministers in 1906.—E.A. H.K.T.

##### ANTI-MONARCHICAL OUTRAGE.

##### GOVERNOR OF ANHUI AND THREE OFFICERS SHOT DEAD.

##### Shanghai, 9th July, 8 p.m.

##### The Governor of Anhui is dead.

##### His assailant was Taotai Chu Shih-ling, who has since been decapitated.

##### Under orders from Viceroy Tuan Fang many troops are being hurried to Nankin.

##### FURTHER PARTICULARS.

##### Further particulars of the outrage directed against the Governor of Anhui are given by the Shanghai correspondent of the *Shung Pao*. His Excellency was visiting the gendarmes school with the object of reviewing the cadets, on Saturday last, when the head teacher, Chu Shih-ling, produced a revolver and fired six shots at the Governor and his staff. The Governor was mortally wounded and two waiyans and a captain were killed on the spot. His Excellency expired within a few hours. The assassin was immediately arrested at the instance of H.E. Tuan Fang, and instructions regarding the punishment that should be meted out to him are awaited from Peking. It is stated that Chu Shih-ling has long borne enmity against the Governor of Anhui and has made previous attempts to secure his end.

#### CANTON-HANKOW RAILWAY.

##### RAILWAY.

##### HONGKONG SHAREHOLDERS BARRIED.

##### THE SECOND CALL.

##### [From Our Own Correspondent.]

##### Canton, 11th July.

##### Another meeting of the Canton-Hankow Railway Company was held yesterday afternoon at the Company's office.

##### Mr. H. Yang-seng was voted to the chair, and there were present several hundred shareholders.

##### The following questions were discussed:—(1) Salary of the president and vice-president.

##### (2) Collection of the second instalment of capital.

##### (3) Opening of a bank in connection with the Company.

##### After much discussion on the several questions, resolutions were passed to the following effect:—(1) That the salary of the president be fixed at \$500 per annum and that of the vice-president at \$400 per annum.

##### (2) That the number of 8,879,564 shares as registered at Peking, the number of shares held by Chan Kung-yue and others, Hongkong merchants, be cancelled, and that these merchants shall no longer be admitted into the Company as shareholders, and that the second instalment payable be fixed at 1:50 per share to be collected on a date to be fixed hereafter.

##### (3) That a Railway Bank be opened under the name of the Kwangtung Bank, pursuant to the regulations already drawn up by Mr. Lau Shiu Chek.

##### MASS MEETING.

##### To-day the Acting Provincial Judge, Kung Sum-tan, and the two Magistrates of Nankai and Panyu together with troops will be present at the Canton-Hankow Railway Company's office to superintend the mass meeting.

##### AN INFANT'S MORTGAGE.

##### AND AN APPEAL TO UPSET IT.

##### In the Original Jurisdiction Court, last Monday, before His Honour the Chief Justice, presiding, Li Leung, an infant, by Li Cheung Shi, his next friend, sued Tam Mun Hing, single man, living in Hongkong, for (1) a declaration that an indenture of mortgage dated 16th March, 1906, and made between the plaintiff on the one part, and defendant on the other, as registered at the Land Office by Memorial No. 39,435, is null and void, (2) delivery up of the said indenture of mortgage for cancellation, and (3) that the registration of the said indenture of mortgage in the Land Office, be expunged from the Register.

##### Mr. D. V. Stevenson, of Messrs. Deacon, Looker and Deacon, instructed Mr. W. Slade on behalf of the plaintiff, and Sir Henry Berkeley, K.C., instructed by Mr. Otto Kong Sing, represented the defendant.

##### Mr. Slade said the plaintiff is an infant, and is suing by his next friend, Li Cheung Shi, a widow, residing at No. 207, Des Voeux Road, Hongkong. The defendant is a single man residing in Hongkong.

##### For the defence it was stated that the defendant denied that plaintiff was an infant. The defendant denies that the plaintiff was born on the 9th February, 1886, and said that the plaintiff was born on 1st February, 1884.

##### The defendant also stated that prior to the mortgage mentioned in the fourth paragraph of his statement of claim, and prior to its advance by the defendant to the plaintiff of the \$10,000, the plaintiff expressly represented to the defendant that he, the plaintiff, was of the full age of 21 years, and defendant believed such express declaration to be true, and acted upon the faith thereof in making the said mortgage as security for the repayment of the said advance. And for a further defence the defendant said that the plaintiff is a subject of the Emperor of China, and is, as is his next friend, and was at the time of the said advance, and the execution of the said mortgage, domiciled in Canton in the Dominion of the Emperor of China.

##### The defendant said that by the law of China a person is of full age when he has attained the age of 16 years, and that the plaintiff, being at the time of the execution of the said mortgage domiciled in China as aforesaid and being above the age of 16 years, had capacity to enter into the contract contained in the said mortgage, and that such mortgage was accordingly valid and cannot be set aside, and that the personal covenant therein contained for the repayment by the plaintiff of the sum of \$10,000, advanced as aforesaid, is valid and enforceable against the plaintiff. Evidence was heard, and the case continued.

##### CASE CONTINUED.

##### In Original Jurisdiction last Wednesday, before His Honour the Chief Justice, the case was continued in which Li Leung, an infant, suing by his next friend, Li Cheung Shi, sought to have a mortgage dated 16th March, 1906, and made by plaintiff in favour of Tam Mun Hing, a single man, set aside and cancelled.

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##### CANTON-HANKOW RAILWAY.

##### CHIEF OFFICIALS ELECTED.

##### A QUIET AND ORDERLY MEETING.

##### [From Our Own Correspondent.]

##### Shameen, 12th July, 12.20 p.m.

##### The extraordinary general meeting of shareholders convened for the purpose of electing the president and vice-president of the Yuet-han Railway Company has been held, and the proceedings passed off without disturbance.

##### Mr. Lo Po-shun was elected president by 806 votes.

##### Mr. Wong Shiu-ping was elected vice-president by 260 votes.

##### THE CHARGE AGAINST A BANK COMPROMISOR.

##### JUDGMENT ON APPEAL.

##### Judgment was delivered in the Osaka Appeal Court on 3rd inst. in the appeal of the Procurator against the decision of the Kobe Chihon Sainbansho, by which the late Comptroller in the Kobe branch of the Chartered Bank of India, Australia and China, who was charged with embezzlement and fraud, was acquitted.

##### The Appeal Court quashed the decision of the lower Court and sentenced the accused to imprisonment with labour for a term of one year, and to pay a fine of 10,000 yen, and to be placed under police supervision for one month.

##### With every number a visible improvement in the character and content of the Shanghai *Sam-yat Kwoon Kow* is apparent. The latest issue to hand presents an excellent photograph of His Excellency Shun, taken on board ship while the troops on the water-front of the Northern Banchow are assembling. One of the editors accompanying the troops for the opium smokers' sake of the situation capitally.

#### CANTON-HANKOW RAILWAY.

##### RAILWAY.

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##### THE SECOND CALL.

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##### (2) Collection of the second instalment of capital.

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##### (3) That a Railway Bank be opened under the name of the Kwangtung Bank, pursuant to the regulations already drawn up by Mr. Lau Shiu Chek.

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##### JAPANESE "BLACK AND WHITE" WHISKY.

##### ALLEGED INFRINGEMENT OF TRADE-MARK.

##### TEXT OF THE JUDGMENT.

##### The full text is to hand of the judgment delivered on the 12th inst. in the Osaka Appeal Court in the appeal of the Procurator in the Osaka Chihon Sainbansho against the decision (acquittal) of that Court in the charge of infringement of the trade-mark of "Black and White" whisky, brought against Nishikawa Radoyoshi, a wine merchant of Asochi-machi, Osaka.

##### The Appeal Court quashed the decision of the Osaka Chihon Sainbansho, and acquitted the accused.

##### In giving its reasons for the judgment, the Appeal Court states that the facts of the official indictment in this case state that the accused employed for whisky made and sold by him during a period from about July in December, 1906—a trade-mark resembling one with the English words "Scotch whisky" "Black and White" specially selected for the House of Commerce, which the accused knew to have been registered No. 20,851 (under No. 2) of the Patent Bureau in the Department of Agriculture and Commerce by Mr. James Buchanan, a British subject, of the Black Swan Distillery, Holborn, London, England, who used the trade-mark for the whisky manufactured by the firm of Messrs. James Buchanan and Company.

##### The accused had not obtained the consent of Messrs. Buchanan and Company to use the said trade-mark.

##### The evidence submitted to prove that the accused used for the same article a trade mark resembling the one registered by another, knowing it to be so registered, but without the consent of its lawful owner, is insufficient. The case is, therefore, to be dismissed with costs.

##### The lower Court is in error in acquitting the accused on the ground that as the trade-mark used by him did not resemble the one registered by Mr. James Buchanan his action does not constitute an offence against the law. The appeal of the Procurator in this respect is reasonable.

##### The case is, therefore, decided as already mentioned in accordance with Clause 11, of Criminal Procedure.

##### Delivered in conjunction with Procurator General.

##### Signed by Judge Iida Keisaburo, presiding, Judge Watanabe Hideo, Judge Fujiyoshi and 10 Juries.

#### ANTI-OPIMUM REGULATION.

##### THE CAMPAIGN IN CANTON.

##### FORMATION OF A CENTRAL ASSOCIATION.

##### [From Our Own Correspondent.]

##### Canton, 11th July.

##### Acting Provincial Judge, Kung Sum-tan, has drawn up a set of fourteen regulations for discussion in connection with the abolition of opium-smoking at the end of the 6th moon. The draft regulations are as follows:—

##### 1. That since opium is one of the greatest curses, it is the duty of all who are addicted to



## SUBSIDIARY COINS.

## THE VALUE OF CANTON TOKENS.

## REDUCTION OF COLONY'S SUPPLY.

The following notification, dated 3rd inst., appears in the *Government Gazette* under the signature of the Colonial Secretary:

Whereas there is an excessive amount of Chinese coins in circulation within the Colony, and whereas residents may be deceived as to the value of these coins, it is hereby notified for public information that the proper market value of a nominal dollar-coin, of so-called subsidiary coins minted at Canton, or other places in China is only about 8/10ths of the value of the standard coin of the Colony.

Thus less of the Chinese coinage pieces are worth only about 89 cents of the Mexican dollar.

Residents are therefore warned against accepting these foreign coins at more than the value stated unless they have previously agreed to do so.

The legal limit of tender of Hongkong subsidiary coins is \$1 nominal value in silver and \$1 in copper.

The public is also informed that whereas at present the Hongkong subsidiary coinage is at a discount in the market all such coins received in accordance with law by Government Departments is being retained and not released. It will from time to time be melted down and sold so as to reduce the amount, in circulation, of such coinage to that required by the necessities of business in the Colony.

Any person or company doing business in the Colony may, on application to the Colonial Secretary, or Registrar General, Chinese firms, be furnished with copies of this notice for posting up on their premises.

## DEAF AND DUMB CHAFFEUR.

## COOLIE INJURED IN BONHAM ROAD BY AUTOMOBILE.

Probably few people in Hongkong know that the owner and chauffeur of the large automobile, which is so frequently seen about town, is both deaf and dumb. This fact was learned at the Police Court, last Monday, when Chu Pak Hok, the chauffeur, was arraigned before Mr. G. N. Orme, on a charge of reckless driving and injuring a coolie. The idlers at the back of the Court were interested and amused when the deaf and dumb interpreter started to let the accused know what was happening. By some extraordinary contortions which appeared foreign, but of Chinese descent, the deaf and dumb interpreter managed to make accused understand the charge. A plea of guilty was then entered.

On Saturday afternoon, defendant and a few friends were driving along Bonham Road in the car, at a very fast rate. Near the pumping station there is a rather sharp turning and the road at that point becomes narrower. Here, the police allege, accused swung round the bend, forgetting to sound his horn, and a coolie who was walking along the road, was struck by the motor, the wheels of which passed over his legs. He was sent to the Government Civil Hospital, and it is believed his leg is broken.

When it became known to his worship that the accused could neither hear nor speak accused was asked whether he thought he was a safe person to take charge of a car. To this no answer was given.

His Worship—Tell him he had better not drive that car again. He is not considered safe. Further order him to give the coolie \$5 as compensation.

## UNREST IN CHINA.

## SOME FORM OF ECONOMIC PRESSURE DOUBTFULS THE CAUSE.

Unquestionably things of great interest to the world are taking place in China and it is unfortunate that accurate information of what is occurring in that vast population is impossible of attainment. All we learn is from occasional brief dispatches to the effect that the "insurgents" have destroyed some mission or murdered some officials. As to how many insurgents are in the field, what kind of an organization they have, if any, and how extensive the movement is, we know nothing. The all the more uncertainty because the Western mind seems wholly unable to understand the workings of the Oriental intellect and thereby translate these stories of continuous sporadic outbreaks into reasonable probabilities of national aspirations and the outlook for their attainment. And if there were on the ground a corps of the most capable observers and recorders that the West could furnish we should probably be able to understand the East. In fact we have far less comprehension of the Oriental than the Oriental seems to have of us.

But man as an animal is in essential respects much the same everywhere. If he has what he has been trained to desire, whatever discontent he will make for progress and not tend to tumult. All men desire sufficient food of the kinds to which they are accustomed, clothing suitable to the climate and shelter in which they can be comfortable according to their ideals of comfort. If there is general unrest in the masses of a great population we may quite safely assume that they lack some of the essentials of animal life. The pressure of the dense population of China upon subsistence is so close that it is very safe indeed to assume, with respect to the general unrest among the masses of that empire, that the underlying cause is insufficient food and shelter.

What we do not know, and what it is of the utmost importance that we should know, is whether the discontent arises from lack of that to which the people have been accustomed or an awakening desire for higher standards of life. There must have been a time, long in the past, when intellectual and industrial activity in China was intense—probably more intense than elsewhere in the world. But for ages past the Chinese intellect has been dormant and China as a nation stagnant. There have been recent indications that increasing contact with the West has acted as a stimulant to the Chinese intellect and imagination; that a continually increasing number of Chinese have come to a realization of the enormous power of that great population acting together, and that a widespread determination exists among the young and energetic Chinese to create and arouse a national spirit, shake off the lethargy of ages and cause China to assert itself in the face of mankind as the most powerful nation of the world. There is plainly a growing feeling that China should be for the Chinese. There is also much evidence of an unwillingness to longer submit to Tartar domination. The movement for New China, seems largely anti-dynastic, and with the passing of the reactionary Empress Dowager, which cannot be many years delayed, there are some who look for a tremendous upheaval in that empire. But we really know very little about it.—San Francisco Chronicle.

## THE GYMKHANA.

## A SUCCESSFUL MEETING.

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For the second time in Hongkong the non-selling sweeps were held on Saturday. Conducted as they were by Mr. J. P. Madar and his capable staff of accountants and other assistants, the sweeps gave entire satisfaction to the sporting public. The steady growth of the amount of the prizes testified to the popularity of the sweeps with the racing public. With the success demonstrated at the last two gymkhana the Stewards of the Jockey Club would be satisfied that this popular form of lottery has "taken on" and they would do well to sanction the sweeps as a regular institution at the annual meeting in February.

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Mr. Dryadust's Grey Tick, 1st 7lb ..... 1  
Mr. J. W. Noble's No Savvy, 1st 11lb ..... 2  
H.E. Mr. F. H. May's Highland Healer, 1st 5lb ..... 3  
Time—2:38 4/5.  
Parimutuel—\$10.20.  
Sweeps—1st \$36.90; 2nd \$11.40; 3rd \$6.70.

LADIES' NOMINATION—EGG AND SPOON RACE.—Each lady will be provided with a spoon; at the word "Go" lady will throw her spoon to the gentleman nominated by her who will be standing distance away. Gentleman after obtaining spoon to mount and gallop to a basket in which a number of eggs will be placed, dismount and obtain an egg, mount with egg and spoon and return to lady carrying egg in spoon, hand egg and spoon to lady who will carry egg in spoon to a post about 10 yards away. First lady past post with egg intact properly carried in spoon to win. There will be a line drawn across the course a short distance on the winning side of the basket, any gentleman touching egg with any part of hand after crossing this line will be disqualified. Another line will be drawn across the course about 10 yards from the winning post, gentleman must pull up the winning post, gentleman must pull up before crossing this line; any gentleman crossing this line before he has handed his egg and spoon to lady will be disqualified. After throwing spoons to gentleman ladies will retire to side of the course and wait till gentleman nominated returns with egg and spoon to the line where he must pull up. Lady must not touch egg with any part of hand. Half of the eggs will be hard boiled. Open to members of both services as well as to members of the Gymkhana Club. Entrance fee \$3. 1st and 2nd prizes presented by the Club. Post entries accepted.

Mr. Vernon and Miss Layton ..... 1  
Mr. R. F. C. Master and Miss Shelton Hooper ..... 2  
HURDLE RACE.—For China ponies. Distance 100 yds. 1st prize: A cup presented by His Excellency Mr. F. H. May, 2nd prize: \$15. (Entrance fees to go to winner.) Post entries. No race unless four starters.

Mr. Rolston's Minnoch, 1st 8lb ..... 1  
(Com. Western, 1st 8lb) (Owner) 2  
Mr. Rolston's Beaufort, 1st 8lb ..... 3  
(Mr. F. C. Master, 1st 8lb) (Owner) 4  
Mr. Roberts' Sirocco, 1st 8lb (Owner) 5  
Parimutuel—\$11.10. Sweeps—\$6.35; 2nd \$3.10; 3rd \$6.70.

TENT PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for race and style. Open to members of both services as well as to members of the Gymkhana Club. Winner of this event at previous Gymkhana this season to count marks scored by them at this meeting towards aggregate only. Memoranda presented at this meeting to be taken by riders scoring highest number exclusive of previous winners. Entrance fee \$3. A memo presented to the 1st and 2nd at each meeting. Post entries.

Mr. C. H. Ross, 25 points ..... 1  
Mr. W. D. Dupre, 18 points ..... 2

Mr. M. H. Logan, 16 points ..... 3  
Mr. G. C. Moxon, 15 points ..... 4

WELTER RACE.—About 4 furlongs. For all China ponies. Catch weights over 13 stone. Riders and ponies to the regular racing events at this meeting to be open to members of both services as well as to members of the Gymkhana Club. Entrance fee \$5. 1st prize: A cup presented by John Patterson, Esq. and prize \$25. Post entries.

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Parimutuel—\$10.20.  
Sweeps—1st \$36.90; 2nd \$11.40; 3rd \$6.70.

LADIES' NOMINATION—EGG AND SPOON RACE.—Each lady will be provided with a spoon; at the word "Go" lady will throw her spoon to the gentleman nominated by her who will be standing distance away. Gentleman after obtaining spoon to mount and gallop to a basket in which a number of eggs will be placed, dismount and obtain an egg, mount with egg and spoon and return to lady carrying egg in spoon, hand egg and spoon to lady who will carry egg in spoon to a post about 10 yards away. First lady past post with egg intact properly carried in spoon to win. There will be a line drawn across the course a short distance on the winning side of the basket, any gentleman touching egg with any part of hand after crossing this line will be disqualified. Another line will be drawn across the course about 10 yards from the winning post, gentleman must pull up the winning post, gentleman must pull up before crossing this line; any gentleman crossing this line before he has handed his egg and spoon to lady will be disqualified. After throwing spoons to gentleman ladies will retire to side of the course and wait till gentleman nominated returns with egg and spoon to the line where he must pull up. Lady must not touch egg with any part of hand. Half of the eggs will be hard boiled. Open to members of both services as well as to members of the Gymkhana Club. Entrance fee \$3. 1st and 2nd prizes presented by the Club. Post entries accepted.

Mr. Vernon and Miss Layton ..... 1  
Mr. R. F. C. Master and Miss Shelton Hooper ..... 2  
HURDLE RACE.—For China ponies. Distance 100 yds. 1st prize: A cup presented by His Excellency Mr. F. H. May, 2nd prize: \$15. (Entrance fees to go to winner.) Post entries. No race unless four starters.

Mr. Rolston's Minnoch, 1st 8lb ..... 1  
(Com. Western, 1st 8lb) (Owner) 2  
Mr. Rolston's Beaufort, 1st 8lb ..... 3  
(Mr. F. C. Master, 1st 8lb) (Owner) 4  
Mr. Roberts' Sirocco, 1st 8lb (Owner) 5  
Parimutuel—\$11.10. Sweeps—\$6.35; 2nd \$3.10; 3rd \$6.70.

TENT PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B. For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for race and style. Open to members of both services as well as to members of the Gymkhana Club. Winner of this event at previous Gymkhana this season to count marks scored by them at this meeting towards aggregate only. Memoranda presented at this meeting to be taken by riders scoring highest number exclusive of previous winners. Entrance fee \$3. A memo presented to the 1st and 2nd at each meeting. Post entries.

Mr. C. H. Ross, 25 points ..... 1  
Mr. W. D. Dupre, 18 points ..... 2

Mr. M. H. Logan, 16 points ..... 3  
Mr. G. C. Moxon, 15 points ..... 4

WELTER RACE.—About 4 furlongs. For











# "HAICHANGS" ENGINEER DROWNED.

UNFORTUNATE ACCIDENT AT SWATOW.  
[From Our Own Correspondent.]

Swatow, 8th July.  
A sad accident happened here on the night of the 2nd inst. which resulted in the death of Mr. McNair, Chief Engineer of the S.S. *Haichang*.  
It appears the deceased was coming on board about 9 p.m. when, owing to the ill-lit state of the jetty, he missed his footing and fell into the water. The accident was noticed by a coolie, who reported the matter when all hope of rescue had passed. The body has since been recovered and buried, the funeral being largely attended.

## UNDERTAKERS AND MARRIAGE CEREMONIES.

A CHINESE SUPERSTITION.

Wong Kam Tsun, an undertaker, residing at No. 21, Apichau, was charged before Mr. F. A. Hazlewood, at the Police Court, on the 10th inst., with obtaining forty cents from Cheung Yuen Pao, at Aberdeen, on the 6th inst., under false pretences.

Mr. O. D. Thomson appeared for the defendant, who pleaded not guilty.

Inspector Dymond, who prosecuted, said that the complainant was the master of a marriage boat. The Chinese, he went on by way of explanation, are a superstitious people and they consider it bad luck to have an undertaker present on one of these marriage boats while a marriage ceremony is in progress. For some time past the complainant, a number of undertakers or their folk have constantly boarded these boats while a marriage ceremony was on and refused to leave until they were paid to do so.

The complainant stated that at one o'clock on the afternoon of the 6th instant the accused came on board his boat. At the time a marriage was taking place. When asked what he wanted on board defendant stated that he came to collect forty cents for "gua chi" (melon seeds). Witness handed the accused the money. His Worship: "There is no 'false pretences' in that."

Inspector Dymond attempted to get further information from the complainant, but it was useless. The witness was handed a printed form and he was asked if he recognised it. This piece of paper was what accused was alleged to have handed to the complainant, saying it came from the Registrar-General. Witness complained of his bad eyes and stated that he had never seen the paper before.

Inspector Dymond observed that the complainant was keeping back certain things from the Court. He was very communicative when accused, was arrested, but refused to say any more when he heard that the man was going to be charged. In fact, the inspector concluded, he objected to having accused charged.

His Worship said that there was no evidence given that the accused was a convict. He termed the complainant a "hostile" witness, and discharged the accused with a caution.

## INDO-CHINA STEAM NAVIGATION COMPANY.

ANNUAL REPORT.

The directors of the Indo-China Steam Navigation Company, Limited, report that the adverse conditions of trade mentioned in the last report unfortunately continued in an accentuated form during 1906, and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by homeward clearances being slow in reducing competition. There has since, however, been considerable reduction in shipping by diversions elsewhere, and a return to more normal conditions is now taking place, as it did when over-supply after the China-Japan War, 1896, required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property; but the steamers of the company, fortunately, escaped with but little injury; indeed, during the year no serious casualty has occurred, and the underwriting account has the substantial balance of £790,000 at its credit. The directors now welcome the difficulties of the year, have again allocated a very large sum to the depreciation of the fleet (£278,333), which has been provided by the transfers from exchange and underwriting accounts and from the general reserve fund, and after meeting all expenses for the year, there remains a balance of £16,091, out of which the directors recommend a dividend of 2½ per cent, carrying forward £3,691 to 1907. The *Louisa*, 1876, a steamer constructed by the Hongkong and Whampoa Dock Company, for the company's Yangtze service, has been added to the fleet, and since the closing of the accounts for the year 1906 the small steamer *Columbia* has been revised, and the capital, formerly represented by £100 shares, has been divided into equal moiety shares, which carry a cumulative dividend of 6 per cent, and deferred ordinary shares. The directors propose shortly to make an issue of debentures, in order that the indebtedness of the company may be consolidated. Particulars will be sent to shareholders, and an opportunity afforded them of participating in the issue.

## WATER POLO.

V.R.C. vs. R.H.K.V.C.

The first Water Polo match was played last Tuesday afternoon at the V.R.C. enclosure, before a very large gathering of spectators. The teams were V.R.C. (A. Lamont, Capt., A. W. Barrow, J. M. Rozz, Pereira, L. Breton, F. da Rosa, J. M. Lopez, and J. W. Hains, R.H.K.V.C. (F. A. Biden, Capt., R. B. Beattie, G. G. Franklin, H. W. Lester, J. W. Wishart, E. W. Carpenter, and Linton. The Royal Hongkong Yacht Club men seemed to have had the game pretty well to themselves and Franklin had very little trouble in scoring the first goal just before the whistle went for half time. After play was resumed Pereira was not long in equalising for the V.R.C. and the game ended in a draw. For the V.R.C., Lamont, Barrow, and Pereira played an excellent game, but the remainder of the team made a rather poor show.

The Yacht Club team seemed to have improved considerably and stand a very good chance of carrying off the shield this year.

V.R.C. vs. 87th CO., R.G.A.  
Another friendly match was played last Wednesday afternoon at the V.R.C. enclosure, which resulted in a win for the V.R.C. by 3 goals to one. The first half was a very hard and fast one, and the first goal was scored by Gunner Pittwin for the 87th Co., R.G.A. During the first half the V.R.C. men had many good tries, but could not succeed in getting the ball in. But in the second half, the V.R.C. men played very well, and managed to score three goals all to the credit of M. H. Alves. The V.R.C. team were as follows:—L. E. Lamont (Capt.), F. K. Tate, O. B. Chanyat, P. M. Ramgool, A. J. W. Ribeiro, N. H. Alves, and Beyer.

## DEATH OF MR. J. M. BASA.

A PROMINENT FILIPINO LEADER.

10th Inst.

The death occurred at his residence, 7 Remedios Terrace, to-day, of Mr. Jose M. Basa, one of the best known members of the Filipino community in Hongkong. Mr. Basa had been ailing for some time and passed away at the age of 71 years. In his youth Mr. Basa was a staunch adherent of the independence movement, which had for its object the overthrow of the Spanish Government in the Philippines and some thirty years ago was banished. He came to Hongkong and began business as a merchant, in which he proved very successful. At the same time he was always identified with the aspirations of the Filipino party and was the head of the Junta in Hongkong, being, in the manner, entitled to that honour among his compatriots as the "Father" of the Filipinos in the Colony. Mr. Basa was a familiar figure in local circles and was highly respected. He leaves two sons and five daughters to mourn his loss. The funeral takes place at 7.30 to-morrow morning from his residence to Happy Valley.

## WHAT ABOUT THE S.S. "NETHERTON"?

Mr. Thos. Buchanan, chief engineer of the S.S. *Netherton*, writes in the *Singapore Free Press* of 4th inst.: "I take the liberty of addressing this article to you, which possibly may find a place in your instructive and influential paper. I have overheard a gentleman of importance, conversing with a settler, asking one another what is to become of the *Netherton*. The question was generally answered so, 'Well I reckon she will be broken up for what she can return in dollars.' Still the mechanical plant is good and perhaps a buyer could be found for it. Personally I have an idea and I trust it conveys at least with it a little horse-sense. Having examined the *Netherton* I recognise the weakness of the forward section of the hull, and doubt this part is greatly improved by modern flat bottom and nature's buoyancy. Now I do not for a minute consider the *Netherton* capable of ploughing the ocean again (unless of course an enormous sum of money were expended) but I believe she could be turned to a good purpose as she stands. My geography of this settlement is not very extensive, and as I am only about one year in China principally around Hongkong and Shanghai, there may be only one or two some growing place around here that could be done with an electrical power station. As the machine type of engine is greatly used in this work both in Britain and U.S.; then one has the plant all ready, when the propeller shaft is disconnected, and dynamo hooked on, there is no rental to pay and no duty, your power house is there and on the high seas 'Again by an ingenious method which I prefer to reserve from this letter, I believe the forward section of the vessel to be capable of supporting weight, and could be converted into ice or storage depository, mechanical and frigorific effect being also a supplement from main engines. There are so many points connected with these ideas which I have vaguely mentioned here that it would take no longer time than I can at present afford to write out. However, as these ideas are already made known by myself to the firm of Messrs. Huttenbach & Bros, they are in a manner now slightly public property, yet they did not interest the firm mentioned. Trusting this may be an inspiration to others, I give the best of my ideas, for it appears to me a pity to have a break-up what is practically new ship, and thanking you in anticipation."

## INDO-JAPANESE TRADE.

VIEWS OF MR. MORITA.

Mr. Morita, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, spent a few days in Osaka on his way to India for the inspection of the condition of trade there. On 27th ult., Mr. Morita delivered a speech at the Osaka Chamber of Commerce, taking for his subject the trade of India.  
The growth of trade between Japan and India, said Mr. Morita, would depend upon Osaka. It was for this reason that he had devoted a few days to spend in Osaka on his way to India to hear the views and plans of Osaka business-men on the question. A few years ago, continued the speaker, investigations were made into the trade between Japan and India, and the result was astonishing. He pointed out that there was constant steamship communication between two countries, and that trade could be freely drawn through the Specie Bank. The population of India was 300,000,000, most of whom were farmers, and looked for their supply of manufactured goods to other countries. The annual exports and imports amounted to ¥1,500,000,000, of which sum ¥500,000,000 represented imports. It was surprising that with so great an advantage of close communication Japan supplied only one per cent. of the imports. Of the remainder Great Britain supplied 64 per cent, Belgium 4 per cent, Russia and Australia each between 2 and 3 per cent.

Mr. Morita asked the reason that such a small trade was done by Japanese with India when she had such an advantageous position. It was not due to the lack of supply of articles which were wanted by the Indian people. Japan was abundantly producing such articles. There must be some special cause which was responsible for the slow development of the trade, and he was going to India for the purpose of finding out the hidden obstacles.  
Turning to exports from India, which annually amounted ¥1,000,000,000, Mr. Morita remarked that Great Britain took 27 per cent, China 11 per cent, Germany 9 per cent, the United States and France each 6 per cent, and Japan 5 per cent. Japan was producing articles suitable for the needs of the Indian people, and yet Japan was buying from India almost double the quantity she was selling. Knitted goods, which were largely produced in Osaka, formed the principal line of Indian imports. The annual value of articles under this heading imported into India was about ¥600,000, and Japan was selling not more than ¥100,000, and India was buying glass-ware to the value of ¥600,000, but Japan was selling not more than ¥100,000. The value of matches imported was about ¥4,000,000, but Japan was selling to India only ¥800,000 worth.

In conclusion, Mr. Morita stated that *kakaku* (silk fabric) which at first formed an important line of export, was replaced by cheaper figured *kakaku*. He found the loss of the market of *kakaku* was due to unprincipled tactics of certain Indian merchants of Yokohama. Entrapped by their methods, Japanese dealers started competing among themselves, with the usual result of deterioration of quality. The Indian people could afford to buy *kakaku*, but Japanese merchants supplied them with cheaper or coarse figured *kakaku*, and were thus attempting to kill the taste of the Indian people for finer silk. While the Japanese were thus losing, the Indian merchants of Yokohama were making large profits. The Japanese merchants must be very careful, as such incidents might be the cause of the slow development of the market of Japanese goods in India.

## RAUB AUSTRALIAN G. M. CO.

General Manager's report for 4 weeks ending June 15th, 1907.

The mine measurements and assay results of prospecting work shows a total of 2814 ft. for the period (4 weeks) under review; made up of 1041 ft. sinking, 14 ft. driving, and 236 ft. crosscutting, an aggregate of 496 ft. for the previous four weeks.

### MINES.

Bukit Komar.—The Main Shaft, has been sunk 17 ft. making a total depth of 54 ft. below the 440 ft. Level.

440 ft. Level. Drive South.—This has been advanced 8 ft. making a total of 265 ft. The lode 47 in. wide gives an average value of 81 dw.

440 ft. Level. Drive North.—This has been driven 11 ft. bringing the total to 353 ft. The lode 48 in. wide assays 51 dw.

440 ft. Level North. Drive South or Foot-wall portion.—This end has been extended from 15 ft. to 104 ft.

The lode 57 in. wide assays 51 dw.

From the No. 1 winze between the 340 ft. and the 440 ft. levels north, a drive at about 30 ft. above the 440 ft. level has been taken south 2 ft. This is to leave a piece of poor ground as a support to the winze.

340 ft. Level North. Drive on Hanging Wall Branch.—To this has been added 9 ft. making a total of 114 ft. The lode 48 in. wide assays 51 dw.

340 ft. Level North. Crosscut East.—This has been taken from 14 ft. to 28 ft. and has passed through the East lode, which, at this point for a width of 36 in. assays 34 dw. Preparations are now being made to sink a winze to connect with the 440 ft. level.

310 ft. Level South. No. 2 Winze.—This has been sunk 2 ft. making the total depth of 52 ft. The presence of bad air has prevented us from making any headway with this work.

210 ft. Level North. Drive on Branch from Stope.—This has been driven 12 ft. making the total distance driven 90 ft. The lode 67 in. wide assays 1 dw.

A winze has been started at about 70 ft. along the drive to connect with the 210 ft. level, through which we intend to pass the better stone now standing in the back.

Crosscutting for stope-filling.—142 ft.

Stopes.—The following have been in operation:—

Above the 440 ft. level: 2 stopes. Lode 86 in. wide, worth 4 dw.

Above the 340 ft. level: 2 stopes. Lode 78 in. wide, worth 4 dw.

Above the 240 ft. level: 2 stopes. Lode 99 in. wide, worth 3 dw.

### STOPE MINES.

160 ft. Level. Drive South.—Here 34 ft. has been driven making a total of 381 ft. The lode 86 in. wide gives an assay value of 10 dw. per ton.

160 ft. Level. Drive North.—This has been extended from 69 ft. to 85 ft.

160 ft. Level. Drive North on East Lode.—This has been advanced 12 ft. making a total of 68 ft.

68 ft. Level. Drive South.—To this has been added 11 ft. making a total of 417 ft. The lode 46 in. wide assays 181 dw.

Crosscut West of Shaft 60 ft. Level.—This has been taken from 428 ft. to 446 ft.

No. 3 Winze from Surface.—This has been deepened 10 ft. bringing the total depth to 81 ft. The water has greatly handicapped the work and operations are suspended whilst a boiler and steam pump are being got to work.

Crosscutting for stope-filling.—38 ft.

Stopes.—Above the 160 ft. level: 1 stope. Lode 68 in. wide, worth 8 dw.

Above the 60 ft. level: 1 stope. Lode 60 in. wide, worth 1½ dw.

### BY MALACCA.

A winze has been sunk in Malacca hill 66 ft. We intend from this to crosscut East to get under some of the old shallow workings to further explore the lode on this section.

Some 61 ft. of surface prospecting has been done on Bukit Stengas.

Signal.—Below the No. 1 Level: 3 stopes. Lode 69 in. wide, worth 101 dw. From here 155 tons have been broken and sent to the mills.

Plant and Machinery.—The Grit Mill at the Cyanide works is in full work.

The small tonnage crushed it accounted for by a breakdown in the mill transformer station and on the transmission line, this also delayed progress in the mine work.

### MILKING RETURNS.

BT. KOMAN.

Stamps working: 40.

Period of work: 28 days, less lost time 27 days for repairs to electrical machinery and clean-up.

Or Milled.—Koman 1,805.

Signal 875. Total 2,721 tons.

Amalgam collected 1,700 ozs. producing Retorted gold 666.5 ozs. producing Smelted gold 601.35 ozs.

Average yield per ton 1.97 dw.

Total tons crushed 4,775.

Amalgam collected 2,228 ozs. Smelted gold 801.535 ozs.

Average yield per ton 3.35 dw.

Fineness of bullion 927.11.

### W. H. MARTIN.

General Manager.

## CHINA SQUADRON.

Mr. Rees asked the Secretary to the Admiralty whether any battleship was included in the China Squadron at the present time, and whether, if the answer be in the negative, the American, French, and German Eastern fleets were in like manner composed exclusively of cruisers, destroyers, and smaller vessels.

Mr. E. Robertson: There is no battleship in the China Squadron at the present time; the only exception being a third class battleship of the French navy, launched in 1876, in commission at Saigon, and two armoured coast defence ships of the United States navy in reserve in the Philippines, the ships composing the French, American, and German squadrons in the Eastern seas are of the classes referred to in the question.

Mr. Rees: Is it not the case that no superiority of cruisers, destroyers, and smaller vessels can compensate for the absence of a battleship?

Mr. Robertson said notice of the question must be given.

## CANTON DAY BY DAY.

VICEROY SHUM.

[From Our Own Correspondent.]

Canton, 5th July.

There are many conflicting reports concerning Viceroys Shum. One states that the C. M. S. N. Company's head office at Shanghai has twice wired to its Canton agent to at once despatch the S.S. *Kiangling* to Shanghai to convey H.E. Shum to the South. But a telegram has just been received from Shanghai stating that, yesterday morning, H.E. Shum left for Hongkong for medical treatment. Shum's left hand telegram states that H.E. Shum will stay for another month at the Northern port to avoid the heat of the South.

### KWANGSI RICE.

H.E. Viceroys Shum, upon receipt of a telegram from the Canton principal rice disposal office requesting him to instruct the Kwangsi Governor to remove the prohibition on exportation of rice, has given telegraphic instructions to the Kwangsi Governor to do so, and H.E. has sent a telegram to Canton to that effect.

### CORRUPT SUBORDINATE OFFICIAL.

Yesterday the new Provincial Judge, Kung Sum-tan, sent one of his subordinates to the Nankai Magistrate for punishment. The offender is said to have squeezed an admission fee from a certain gentleman who was going to call on the Judge.

### CLOSING OPIUM DRUGS.

In accordance with the instructions from the Tartar General and the two Lieutenant Tartar Generals, all the opium divans in the Bannerman portion of the City were totally closed on the 21st ultimo. The old opium establishments have all been turned into tea shops and other businesses. So far the Tartar General's orders have been very strictly enforced and obeyed.

### THE LIMCHOW DISTURBANCE.

Yesterday a telegram was received from the official of Limchow stating that the rebels there are still very active and requesting more reinforcement of troops.

### PROVINCIAL JUDGESHIP.

At forenoon yesterday the newly appointed Provincial Judge, Kung Sum-tan, took over the temporary charge of the office from the Provincial Judge, Chu Shou-yung, who will probably leave Canton for his new post at Anhui at the beginning of the sixth moon.

6th July.

### LANDING AND STORAGE OF KEROSENE.

Some time ago, the British Consul-General at Canton, Mr. R. W. Mansfield, wrote to H.E. the Viceroys several times pointing out that the kerosene oil landed at the Jetty close to the Canton-Hongkong steamers' wharf at Tung Hing Street, is a source of great danger and risk to the wharves, and requested H.E. the Viceroys to give instructions to have the Jetty removed. The Central Police Department, by order from the Viceroys, has issued a proclamation together with some regulations governing the landing of the oil. The regulations are chiefly to the following effect:—A suitable place should be selected for the erection of a Jetty where kerosene oil only could be landed. All kerosene boats coming from the East Oil Tanks to Canton are to carry a flag made of white cloth, 2 feet wide and 3 feet long, bearing the two characters (火水) painted on it. All such boats should be in possession of a special permit issued by the Customs House authorities. These boats must be constructed of iron and be of good condition, and used for conveying kerosene oil, but no other cargo. Good tubs, closed with lids, instead of the old kind tubs, should be used in conveying the kerosene. Each kerosene store in Tung Hing and other streets should not keep a larger stock of oil on the premises than about twenty cases at a time, and must not store the goods in a densely populated place. If no suitable site can be obtained for the purpose of a Jetty, a daily supply should only be brought from the tanks enough to satisfy the demand. The proposed Jetty together with all such boats for carrying oil are to be under the control of the Harbour Master.

### DIRECTOR OF THE HUND DEPARTMENT.

Yesterday H.E. the Acting Viceroys appointed the sub-director of the Canton Bund Department, Inspector Magistrate Sit Wing-nien, as director of the same department, and this official will to-day assume charge of office.

### STUDYING PLAGUE.

At the meeting of the Fong Pin Hospital, the directors decided to send one of the institution's medical officers to Annam to inquire into the system of the treatment of plague-stricken patients in that country, with a view of effecting reforms on modern lines in the treatment of bubonic plague patients in that institution.

### RAILWAY MEETING.

A meeting of the Canton-Hankow Railway Company was held at the Company's office yesterday afternoon, to promulgate regulations governing the forthcoming mass meeting. Mr. Ha Yang-gang was voted to the chair and numerous suggestions were brought up for discussion by those present. Ultimate resolutions to the following effect were carried:—(1) That as the representatives of the Government and the different Railway Companies throughout the Empire are to be present, the forthcoming meeting is to be carried out in a businesslike manner. (2) That two superintendents, two inspectors, two secretaries, acclimatisers, etc. are to be appointed to superintend the meeting. (3) That two ballot boxes be put into use, and officials be appointed to take charge of these boxes. (4) That the result of the voting be posted up immediately after the casting of votes by the shareholders. (5) That the ballot boxes be

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Captain's Cup and May Cup were held at the Happy Valley from the 6th to 8th July, 1907. The following returns were made:—

### CAPTAIN'S CUP.

Mr. M. A. Murray..... 84—5—79  
Mr. R. O. Hutchinson..... 82—2—81  
Mr. C. G. Moxon..... 90—18—81  
Mr. E. J. Grist..... 85—2—83  
(29 entries).

### MAY CUP.

Mr. F. C. Hall..... 105—15—80  
Mr. D. E. Clark..... 99—17—82  
(5 entries).

### POOL.

Mr. M. A. Murray..... 84—5—79  
Mr. R. O. Hutchinson..... 81—2—81  
Mr. G. C. Moxon..... 90—18—81  
Mr. E. J. Grist..... 100—18—82  
Mr. E. J. Grist..... 85—2—83  
(8 entries).

Winner of Captain's Cup and Pool.  
\*Winner of May Cup.

opened from 10 o'clock on the morning of the 11th instant to 11 o'clock of the same morning. (6) That all invited representatives as well as shareholders who are to take part in the meeting be requested to be present early on the day of the meeting.

### FIGHTING AROUND LIMCHOW.

A letter from Limchow describes in detail the different engagements in the latter part of last month between the bandits and the Government troops. Under the command of the recently dismissed Commander-in-chief Ho Cheung-ching and two other military officers, named Sung and Kwok. For five days in succession, from the 12th ultimo to the 17th ultimo, the troops defeated the rebels in the following places:—Kwang Ping, Kow Lok, Ngau Koon, and Pluk Kut, killing many of them and seizing a large quantity of ammunition together with the seal of the ringleader of the rebels. On the morning of the 18th ultimo, the troops proceeded to raid the Lung Ngok village in which many rebels were supposed to be harbouring; but before they reached the village, the bandits had already lined up along the hillside and offered their opponents a stubborn resistance. After a severe encounter lasting for two hours, the troops emerged victorious from the fray, killing a number of rebels. The troops then surrounded the village which is a large one and a notorious robbers' stronghold. The troops bombarded it; the rebels were utterly routed after a three hours' hard fight. Many rebels were killed and the scene presented a dreadful sight in which there had been much bloodshed. On the morning of the 9th ult., this village was totally burnt to the ground. The soldiers then proceeded to raid the Mo Kung village and another engagement with the rebels on the way. They attacked this village also with bombs, killing a considerable number of the insurgents and seizing a very large quantity of ammunition, etc. The place is now practically quiet and the officials are now beginning organisation work.

8th July.

### SHUM TENDERS RESIGNATION.

A Shanghai telegram states that H.E. Viceroys Shum, of the Liang Kwang Provinces, has presented another memorial to the Throne, ending his resignation and informing of his intentions of purchasing a house at Soochow, where he will reside to recuperate his health. If ordered to proceed to office on his new post, H.E. will ask another favour from the Throne, to be allowed to leave Canton before the end of the sixth moon, so as to avoid the hot season of the South.

### ANTI-OPIUM REGULATIONS.

Yesterday afternoon, a meeting was held at the Oi Yuk Charitable Institution to discuss the prohibition of opium smoking and the necessary regulations for the admission of opium smoking patients into the different hospitals for medical treatment. There were present several hundred persons of all branches of trade and of all classes, including the new Acting Provincial Judge, Kung Sum Tan, and a few other officials. The Provincial Judge was voted to the chair and made a speech on the evils of opium smoking, which was listened to attentively by all those present. The Judge has been requested to draw up a code of regulations for the governing of the admission and treatment of opium smoking patients. Several resolutions were also passed to the effect that the Vice-Canton Charitable Institutions and other hospitals, upon the enforcement of the anti-opium regulations at the end of the sixth moon, will do all in their power to help all those who are getting rid of the opium smoking habit. The meeting lasted until five o'clock in the afternoon, and afterwards a tea party was held for the entertainment of the leading persons taking part at the meeting.

At the meeting the Acting Provincial Judge, Kung Sum-tan, remarked that the anti-opium regulations are strictly carried out, and it is the duty of the press to further the Government's cause.

### A SUSPECT.

A short time ago, a man named Li was seriously injured by handling dynamite, in a school at Kow Chung Lado, inside the City, and was taken to the Hospital Indo-Chine for treatment. This man was to be seen on trial before the authorities after he is well again, to show what right he had to be in possession of such explosives. The Police Department of such cases, to keep guard over this man during his stay in the hospital. On Saturday, when he left the institution, he was immediately arrested and taken to the Central Police Office for trial.

### PIRACY.

On the 6th instant, in the afternoon, the S.S. *Kia Cheung* plying between Chantuan and Canton arrived here, and reported that she had been pirated near Sam Shan Kow How by a number of robbers, who boarded the launch as disguised passengers. It happened that at the time, the Chinese Government launch *Po Chin* and three junks were in the vicinity, and rendered assistance in pursuing the pirates. The boat people pursued the pirates some distance and had an encounter with them at Lin Fa Shan, where one of the pirates was wounded as well as three of the launch's passengers. The pirates got the launch's passengers and fought desperately and threw overboard three passengers; whether they were drowned or not, is not yet ascertained. At last the rascals took flight to the Lin Fa Shan, where six of them were captured, whilst the remainder escaped.

### AGAINST RED TAPE.



**THE "PIRATED" KEE CHEONG.**  
The *Kee Cheong*, which was pirated the other day, whilst coming to Canton from Chanton, was considerably damaged by the pirates. She has gone into dock for repairs.

**ELECTRIC ALARMS.**  
The electric alarms of the Police Department have now been completed in the different shops and residences in Tai Sap Po and the Police authorities are now collecting the cost of the bell and installation which amounts to seventy cents per shop.

**RECALL OF IMPERIAL CLANSMEN.**  
A report is afloat that the Throne has given orders that all members of the Imperial clan, who are at present holding offices in the different provinces throughout the Empire, are to at once return to the Capital.

**REDUCING COST OF LIVING.**  
H.E. Acting Viceroy Wu, seeing that the price of all commodities of necessity is at present high owing to the exaction of certain taxes on most articles, has written to Acting Provincial Judge, the Shan Hou Chu and the Likin Bureau ordering these officials to make inquiries into the taxes with a view of having some of them abolished.

**POLICE ORGANISATION.**  
In accordance with instructions from the Central Government, the Acting Viceroy has ordered the Provincial Forces to ascertain the number of Police Forces that have been organised in the different districts and to abolish all the old guards and to organise Police Forces in their stead, in those districts in which police departments have not yet been established.

**TELEPHONE SERVICE.**  
A short time ago the C. M. S. N. Co. filed a complaint against the Canton Telephone operators for neglect of duty in receiving orders, and now another firm in Sheung Mun Tai Street has lodged a similar complaint with the authorities of the Bureau.

**ANTI-MONY MINES.**  
The out-pit from the antimony mines in the Kuk Kong District for the first four months of this year is put at 355,000 catty.

**INDENTMENT PAYMENT.**  
The Kwangtung authorities have remitted to Peking the share of this province towards the Indentment Fund for the first half year of the current year.

**SALT SMUGGLING.**  
H.E. Acting Viceroy Wu has instructed the Salt Commissioner to furnish him with a monthly return, from the first moon of the present year, of the salt sold to the different provinces throughout the province, salt in hand, etc. so as to prevent salt smuggling which is supposed to be carried on on a large scale.

**PRICE OF RICE.**  
The rice inspector of the Cheap Rice Dispensary Bureau has reported that since the receipt of the wire stating that the prohibition of the exportation of rice from Kwangtung would be removed by the 1st day of the 6th moon, the price of rice has fallen perceptibly, thus showing how much Kwangtung depends on its sister province for the supply of this daily commodity.

A telegram received from Annam by the Canton Rice Dispensary Office states that the *S. K. Yung* left that place with 30,000 bags of rice for Canton on the 10th instant.

**THE CURRENCY QUESTION IN INDO-CHINA.**  
The section of the Paris press devoted to colonial interests is renewing the question of the fixation of the dollar in Indo-China. We (*L'Asie du Tonkin*) wish briefly to show the difficulties which must be faced in the attempt to solve this knotty problem. Cui we in the Far East with a silver currency conveniently regulate our accounts with the nations. We have adopted a gold standard. In other words, money, or to speak more strictly, the value of silver is constantly fluctuating and officials and set less frequently suffer heavily by exchange when silver is depreciated. Our local banks also, computed in francs and dollars, are beset with the very great difficulties.

The commission appointed in 1902 to study the monetary situation in Indo-China definitely decided in favour of establishing an Indo-Chinese budgetary franc. This, however, was but a partial solution of the question, as although it would have procured the budgetary franc, the monetary system of the country would have been left unchanged. As a matter of fact, the creditors of the Administration might have suddenly submitted to the caprices of exchange, but the taxpayers, constantly penalised by its fluctuations, must have regarded the partial remedy with great disfavor. Despite these difficulties, however, and the additional burden of complicating our books, which would follow the framing of the budget on the basis of the franc, it will in our opinion still be the best expedient that could be adopted.

On the other hand, it is proposed that we should follow the example of other countries in the East, such as Japan and India. In regard to the former, it has to be noted that the financial situation is not like that of Indo-China. If Japan had adopted a gold standard, it would have been due solely to the fact that she had received a large indemnity from China. We could not reckon upon such a possibility. As to India, we have already shown in an article which was published in this paper some months ago, the sacrifices India had to make, (the demonetisation of a large accumulation of rupees, suspension of the exchange of silver, and the establishment of a large reserve of gold) to maintain its exchange at a fixed rate. Also it must be confessed, the fixation of the rupee has not yielded all the results that were anticipated, and was the cause of a commercial crisis in several of the most important towns of India.

As for ourselves who do not benefit by the economic advantages of India, the solution of the problem is much more complex. To fix the dollar as a simple affair, but it means giving to a coin which in the Far East has no intrinsic value, a commercial value, a fiduciary value, that is to say a value which requires a guarantee for its circulation. Neither would the constitution of a reserve of gold solve the problem. This gold, put into constant circulation, would not fail to be speedily used up. Then we should fall back into the *latu quo* into. To our mind there is but one radical solution of the question; that is the creation of a monetary union in the Far East into which all the countries of the Far East and all the nations having interest in those regions would enter. By the formation of this monetary union, the circulation and the fixation of the value of silver at a rate to be determined, would be guaranteed. Without doubt this innovation contains many questions of detail which each state would have to settle for itself. But it would probably be even more easy to solve the many problems relating to the currency in Indo-China than to form such a union as we have suggested. Opposing interests are at work. And since the question of the monetary problem in Indo-China is so difficult,

## THE U. S. PACIFIC CRUISE.

### PRESIDENT ROOSEVELT'S STATEMENT.

The following telegrams are taken from the *N. Y. C. News*:  
An official statement from Washington says that President Roosevelt has admitted to Oyster Bay that the voyage to the Pacific of a battleship squadron from the Atlantic, via Cape Horn, but denies any connection between this and the Californian difficulty. America's relations with the Powers, he added, were never friendlier than at present.  
The *New York Evening Post* objects to the proposed naval action as the Powers may interpret as intimidation to Japan. Mr. Takaki, formerly Minister of Foreign Affairs, and now proprietor of the *Nichi Nichi*, replies to *The New York World* that the report of the naval movements is unbelievable, but in any case the affair is America's own business, and no concern whatever of outside Powers. The *Nichi Nichi* further dwells in its editorial upon the undue nervousness in America interpreting the recent circuit to the Chamber of Commerce as intimating a boycott. America's eagerness to ascertain Japanese sentiment with regard to the present naval movement, is due to the increasing anti-Japanese feeling, but all such apprehensions are quite unfounded. The prevailing nervousness in the States implies trouble pending, and not yet satisfactorily settled. For both Japan and America the fundamental solution lies in the stoppage of the present anti-Japanese partiality. If this remedy is adopted American aims will give place to the happiest conditions both for Japan and America. The other leading papers are reticent. Meanwhile there is a growing impression of the inadvisability at this delicate juncture any action likely to hurt Japanese susceptibilities. It must be remembered that Japan abandoned the visit to San Francisco of the training squadron months ago on the very eve of its departure.

(Manila Times.)  
Washington, July 6.

According to present plans practically every battleship in the United States navy, numbering about twenty, will participate in the manoeuvres on the Pacific coast.

The four cruisers now in China waters will also attend the manoeuvres. It will be the greatest assemblage of heavy fighting craft of the United States navy yet known.

The report that there is any special significance in the movements in view of the trouble with Japan is denied here. The manoeuvres planned for the Pacific will probably be the most extensive ever held by the United States. According to the dispatch received to-day it will include twenty battleships in addition to cruisers, torpedo boat destroyers, torpedo boats, gunboats, dispatch boats, etc. Just what ships will be included is not known definitely here, but it is probable that there will be Admiral Evans' fleet of sixteen first class battleships, the *Kanawha* and *Vermont* now on the Atlantic coast and the *Nebraska* and *Hip*, which are now on the Pacific coast. The fleet will then include the *Comedicut*, *Maine*, *Louisiana*, *Missouri*, *Virginia*, *Georgia*, *New Jersey*, *Rhode Island*, *Alabama*, *Illinois*, *Kentucky*, *Kearney*, *Ohio*, *Indiana*, *Iowa*, *Minnesota*, *Kansas*, *Nebraska*, *Vermont* and *Wisconsin*, all battleships; the *Tennessee*, *Washington*, *Maryland*, *West Virginia*, *Pennsylvania*, and *Colorado*, all armoured cruisers; and the protected cruisers now included in the Pacific fleet—the *Clatsop*, *Cincinnati*, *Gallatin*, *St. Louis*, *Cass*, *Chatham*, *Albatross*, *Yorktown*, *Boston*, *Kearney*, *Denver* and *Buffalo*. These last named vessels are all now in the Pacific fleet and will be available for the manoeuvres. Of the battleship fleet there are only two which were in the service at the time of the outbreak of the Spanish war.

The battleship fleet will be able to haul ashore and shell from a combined main battery of 432 guns, including 12-inch, 13-inch, 14-inch, 16-inch and 18-inch guns. In addition to this comes the secondary battery of each ship which contains a large number of guns of smaller calibre, the *Connecticut*, for instance, having twenty 3-inch rapid fire guns that carry a shell as large as the ordinary field piece of the Army. The six armoured cruisers, which will probably be in the manoeuvre fleet, have a combined main battery of 112 guns, including 10-inch, 12-inch, 14-inch and 16-inch guns. The fleet has a total of 344 guns of large calibre on the battleships and armoured cruisers, to say nothing of the protected cruisers, each of which carries from six to ten large guns of from 5-inch to 8-inch calibre.

Steaming continuously at 14 knots it would take the battleships about 45 days to make the trip round the Horn to San Francisco. Travelling as a squadron it would doubtless take them considerably longer on account of the delay which would be caused by coaling so many large vessels at one time in one place.

## THE FOCHOW DOCKYARD.

Many Europeans having lately been dismissed from the Fochow Dockyard, the Japanese authorities are desirous of having Japanese appointed to fill the vacancies. Accordingly, the Japanese Minister in Peking has been in communication with the War Ministry with regard to the matter, but no reply has yet been given by the Board to his representations.—*Shanghai Times*.

## CHINESE STUDENTS IN JAPAN.

A post which cannot by any means be termed a success for its holder, and which has been held for little over eighteen months by H.E. Yang Cheng, Chinese Minister in Japan, is now vacant once more, as his Excellency has resigned the post, and telegraphed the fact to the Ministry of Education (Hakubu) on the 4th instant. According to the *N. Y. C. News*, when China began sending students to Japan the work was at first a part of the duties of the Chinese Minister in Tokyo. Although at the first the students were only a few students, comparatively speaking, acquiring an education in Japan; even then the duty seemed to have been no secure, as there were not a few causes for friction between students and minister. As their numbers grew by leaps and bounds—there were at one time, not long ago, no less than 14,000 and more, of government and private students—a special Commissioner was appointed to Japan to act as Superintendent of students in that country. After a while the students again manifested dissatisfaction; against this official he had, therefore, to leave; and the duties were once more relegated to the Minister, His Excellency as we now know, has also resigned, vowing to his friends that he would have nothing more to do with the students, as they had been a thorn in his side ever since he took over the Commissioner's post in addition to his Liaison duties. The question now, who will be the next to take up the unthankful task?

## A DEAL IN LANGKATS.

### THE SMASH IN SHANGHAI.

#### TONG AND READ V. SUFFERT.

This case, which arose out of transactions on the Shanghai Stock Exchange, was continued. The claim was for Tls. 4,949 on a promissory note given in August 1902.

Mr. N. C. Fessenden appeared for the plaintiffs. Mr. N. C. Fessenden and Mr. L. Andrews represented the defendant.

Mr. Andrews put his client in the witness box. Examined by Mr. Andrews, defendant said he first met Mr. Read, as plaintiff had stated, at the Race Club, where they talked on general matters. Mr. Read mentioned that he had heard witness had been conducting some share business with other brokers and witness replied that they had done so. One thing brought on another and Mr. Read mentioned Langkats. Witness said he had never touched these shares as they were known to go up and down very much. Witness told Mr. Read that he was now in the business and that everything he had done in shares had been his loss. Witness asked Mr. Read what he thought was good, and he said Langkats was as good as anything. Witness did not buy shares for investment; he bought to sell forwards. He gave Mr. Read to understand that he had been speculating in shares. Mr. Read told him that Langkats would go up at the time and that witness told him to buy forward twenty Langkats. He never received any shares from Mr. Read; there was no intention that he should receive any shares for investment from Mr. Read. He did business with Messrs. Tong & Read for about six months, and he never paid any cash for shares. Witness bought forward in the hope that the shares would advance. Asked forward witness said he told the brokers that he wished to purchase shares for a certain day. The shares were not all delivered to him on that day. Witness produced his account with Messrs. Tong & Read at the May settlement. These shares were not purchased for investment and the shares were never delivered to him. There was a debit of Tls. 7,500 against witness at this settlement and he gave a cheque for this amount. In reply to Mr. Andrews' witness said this debt was incurred chiefly by Langkats depreciating from Tls. 135 to Tls. 280 and he lost on these shares Tls. 1,300 to Tls. 1,400. He could not say whether he sold this stock before the May settlement. The bill handed to witness by His Honour showed that he sold on May 27. Witness stated that he bought Langkats in December and sold on May 27—that was just before settlement day. He did not think the witness sold the stock for a less price than he was for, and this gave rise to the debt balance, which he met.

Mr. Andrews continued the examination of defendant. Witness said he never had any of these stocks in his possession, the transaction was one of settling differences. None of the stocks set out in the July 1902 settlement were bought for investment. At the time that he carried on his import business, witness was engaged in a share transaction. Mr. Fessenden objected to the question as to what witness's cash capital was at this time. Mr. Andrews said the point was that he had not sufficient capital to buy stock of the value of Tls. 100,000.

His Honour said if he was a man of credit he could buy. He could buy for investment and borrow the money. His Honour did not think it would do any good for defendant to think further particular as to his own financial condition. The issue before the Court was the character of the transaction, and the counsel could clear up the question of law.

In reply to Mr. Andrews' witness said he lost money on the settlement extending between May and June; he lost everything he possessed. When a July settlement came on there was a very heavy slump in the market, of which he had a large share. Tong & Read, and he went heavily under. Some time after Mr. Read saw witness at his office and asked him to give a promissory note for the amount as he could not pay. Witness told him that he had not given any of the brokers a promissory note and that the money witness owed him was about one-seventh of the total he owed amongst the other brokers and that he owed witness about 10,000. Witness said he did not intend to give any more a promissory note against his obligations he would do so to Mr. Read and to give one to whom he owed money. Witness did not give a note that day. Some time afterwards Mr. Allen, who had joined the firm of Tong & Read, went round to his office. Witness and Mr. Allen were on rather friendly terms. Witness told him that he did not intend to pay when he was able. They talked the matter over and Mr. Allen asked witness to give this note in him as a special favour and that it would never be used. Witness thought the matter over and he gave the note on this condition.

Cross-examined.—When he began these transactions with Messrs. Tong & Read it was with the intention of settling differences. He told Mr. Read that he had never taken up a share from anybody else and that he did not intend to do so. Witness told plaintiff that "to protect him so to speak."

Witness—No, he did not carry me. Brokers are supposed to have quicker information than outsiders and so if he got hold of anything about a drop he could make money. If Mr. Fessenden had had transactions with the other brokers previous to these transactions with Messrs. Tong & Read, when Mr. Read told witness that it was his opinion that Langkats would advance witness said that if he thought that would be so he would buy, twenty shares. Asked if that was the end of the conversation witness replied, "We do not each jump up from the table." Asked if, when he asked Mr. Read to purchase shares for him, he authorized him to incur certain liabilities for him, witness said he did not understand that. Mr. Fessenden—Put it this way! Suppose these shares went down whom did you upper?

Witness—When I went into this share business I had a certain amount of capital and intended to play shares against that capital. As differences came along I paid them until this July slump came. At the time I told Mr. Read to purchase these twenty Langkats I was certainly in a position to pay a difference of ten or fifteen per cent. If the market went against me, I meant to do it.

His Honour—You meant to meet your obligations? Witness—I meant to meet all obligations arising out of my own or my associates' transactions. Fessenden—At that time you were familiar in a general way with the customs of the Stock Exchange in Shanghai? Witness—I knew very little about it. Fessenden—Did you know at that time the general method of share transactions? Witness—I know absolutely nothing about the working of the Exchange. I know that if you get paid and if they go down you have to pay.

His Honour—Do you know anything more about it now? Witness—No, I don't.

Mr. Fessenden—Do you know that if you wanted actual shares you can have them? Did you know you could go to Mr. Read and get your twenty Langkats for instance? Witness—I did. Fessenden—Who did you consider would be the loser in case you did not meet your obligations? His Honour—He told you he intended to pay the losses.

Mr. Fessenden—But if he could not pay the difference whom did he consider would pay? Witness—When I went into this transaction I had capital which would meet any ordinary losses in such a transaction. No one looked forward to the smash in Shanghai which wiped out quite a number of people besides myself. If I could not pay certainly the loss would be with the people with whom I did business.

His Honour—You entered into the contract in good faith? You meant to meet your losses? Witness—Yes, but I did not expect them to turn out to the extent they did.

His Honour—Instead of reaping profits you go losses. You intended to meet them, didn't you? Witness—Yes. His Honour—And now you are not able to meet these obligations? Witness—Not at the present time.

His Honour—And that being so you decided to enter a plea that the thing is illegal because it is an illegal contract? Witness—I would like to say that. His Honour—I don't want any argument of the fact.

Witness—I would like to explain how I came into Court. I did not come here voluntarily. His Honour—Your answer is voluntarily rendered.

Witness—When they forced me into Court I had to enter that plea. His Honour—You decided to set up the contention that the transaction is illegal and hence there is no legal obligation for you to pay?

Witness—Yes. In further cross-examination by Mr. Fessenden defendant said that during the course of his transactions with Messrs. Tong & Read he did instruct them at various times to sell shares before settlement day. Asked if plaintiff had been willing to receive small payments from them, witness said he had been told by them that he should pay them in preference to other brokers, to whom he owed Tls. 30,000 to Tls. 40,000, simply because they had a note against him. Witness said he would make a payment when he could.

His Honour—Rather than permit a judgment against him he has decided to contend that the transactions are illegal. Witness in reply to Mr. Fessenden said that Mr. Allen told him that the promissory note would never be used. It was left to him to make payments.

His Honour—I don't think this conversation has anything to do with it at all. He signed the note and intended to pay it. He intended to pay without the note. I don't think the signing of the note itself does make any difference.

Mr. Fessenden then addressed the Court on the facts of the case. Mr. Fessenden commenced his address for the defence, and the Court adjourned.

The afternoon sitting was taken up by the arguments of counsel.—*N. Y. C. News*.

## THE FRANCO-JAPANESE "ENTENTE"

### CELEBRATIONS IN JAPAN.

#### DIPLOMATIC DINNER AT TOKIO.

The *Japan Chronicle* of 4th inst. says:—On Tuesday afternoon Mr. Fuma, First Secretary of the Kobe Kencho, Chief Procurator Yamamoto and representatives of the Kobe (Japanese) Chamber of Commerce, the Kobe Practical Business Society, and the Franco-Japanese Society, met at the Chamber of Commerce rooms, and considered a proposal to celebrate the conclusion of the Franco-Japanese agreement. It was agreed that on the initiative of the Kencho, the Chamber of Commerce, the Koba Kencho, and the societies above-mentioned the celebration should be held on the 14th instant, the French national holiday at Suwayama. The French residents of Kobe will be invited to take part in the celebration.

The Osaka Municipal Assembly on Monday, at the conclusion of the ordinary meeting, informally considered the order of proceedings for a similar celebration to be held in Osaka. The Mayor spoke upon the subject of the celebration, and Mr. Matsumura, Deputy Mayor, gave the proposed details of the proceedings.

Mr. Hino, Chairman of the Assembly, proposed the celebration being held at the municipal expense. He considered it improper to spend municipal funds in connection with the political affairs of the Empire, and suggested that the celebration should be promoted on the initiative of the Governor and Mayor of the city. After a somewhat heated debate, it was decided to further consider the question next day after the conclusion of the meeting of the Assembly, when three representatives should be sent from each ward of the city.

Instruction from France—had remained very intimate, both economically and educationally. It would be very easy for anyone to find the cause which bound the two countries so closely together. It was the common interests existing between the two countries. It was, in fact, the French Ambassador, M. Gerard, who had been the first to propose the Agreement which was so warmly welcomed by both countries. The relations between them would increase in cordiality. The fact that the French Ambassador, M. Gerard, joined the Tokyo Diplomatic Corps would be long remembered by the Japanese nation. Viscount Hayashi renewed the assurances of his respect for the French Ambassador, and having expressed thanks for the honourable decorations conferred upon himself and Mr. Kurino, proposed the toast "The President of the French Republic, prosperity to the French Republic and the future of the 'Entente'."

M. Gerard rose again, and requested Viscount Hayashi to convey his profound gratitude to the Emperor for the honour done him in conferring upon him the high distinction.

## SIR CLAUDE MACDONALD.

### ARRIVAL IN TOKYO.

Sir Claude MacDonald, the British Ambassador in Tokyo, returned to Tokyo on the 10th ultimo by the 9 a.m. train. On his arrival at Shimbashi the Ambassador was welcomed by General Baron Oku, Vice-Admiral Saito, the Minister of the Navy, General Baron Kuroki, Prince Tokugawa, the Chairman of the House of Peers, Viscount Hanabusa, Vice-Minister of the Emperor (Honcho), Viscount Genda, the Vice-Minister of Foreign Affairs, Count Toda, the Grand Master of Ceremonies, Mr. Lowther, the British Charge d'Affaires, and other members of the Embassy staff. After exchanging salutes the Ambassador drove to the British Embassy.

## COMMERCIAL.

### YARN MARKET.

In their report dated 12th July, Messrs. Philpotts & Co. write:—Our last circular was dated the 28th June. The steamer trade of our yarn market, reported by last mail, has lived up to a briskness and activity so conspicuous by their absence for months past. The business reported has been on a large and extensive scale in almost all counts and descriptions. Whereas blanks have represented the columns overleaf against a number of mills for some time past, they could be almost without exception, filled by numerals representing the actual figures at which transactions are reported to have taken place during the past fortnight. At the same time prices show an appreciation all round of from 1 to 2 1/2 per bale, while superior favourite spinnings of No. 102 have established a notable advance of from 5 to 6 per bale. It is reported that 6,000 bales have been contracted for for forward delivery.

The impression has got abroad among Chinese dealers that transactions aggregating some 30,000 bales have recently been put through for the Western markets. The extensive purchase was confined to the better-known chops of Nos. 102 and 122. In the event of the report being confirmed, there will no longer be any dependence (as mentioned in our circular No. 47 of 28th ult.) of the Bombay mill-owners upon the Far Eastern markets for their manufactures. Realising the prospective change between producers and Eastern buyers, and apprehending a shortage in the supply of the favourite spinnings of Nos. 122 and 122, local Chinese dealers have gone in for extensive engagements, which in the light of the slow clearances, might be taken as more or less of the nature of speculative purchases. It is to be hoped that the off-take might show greater activity shortly, as unless purchases are cleared, stocks will soon accumulate to the prejudice of dealers and importers. Accumulation is certain to lead to depreciation in value.

In other quarters, the recent briskness in demand is attributed not so much to the spirit of speculation but to the rise in the price of cotton. The tabled report of an advance in the price of the staple in the American and European markets has created a belief in the minds of yarn dealers that the advance in cotton will be reflected in an advance also in the price of the Indian commodity. Latest commercial advices confirm a report of a partial failure in the rice crop. Thanks to the benevolent measures of the powerful charitable institutions of Canton (they are continuing the policy of importing rice in bulk from Amoy and Shantung for cheap disposal in the districts of the Southern Provinces wherein the crop has been disappointing).

The third silk crop is reported to be good and plentiful, resulting in high prices for cocoons dropping some 25 per cent. A bountiful silk crop might, in a measure, make up for the poor rice harvest. So that the prospects of the coming districts for cotton yarn may not appear so gloomy after all.

The market closes firm. Sales—355 bales of No. 62, 50 bales of No. 82, 6,815 bales of No. 102, 2,445 bales of No. 122, 1,455 bales of No. 162, and 3,190 bales of No. 202, in all about 14,190 bales. Arrivals—Per steamers *Catherine* and *Hopbong* (from Calcutta), and *Mika Maru*, *Yachi* and *Daiki* (from Bombay) of about 5,000 bales.

Unsettled Stock—About 20,000 bales. Exchange—We close to-day as under:—  
India T.T. at Rs. 163 1/2 per cent.  
Demand " " 163 1/2  
London T.T. " Sh. 2 2 1/2  
Demand " " 2 2 1/2  
Shanghai " " Tls. 7 1/2  
Silver " " 51 1/2 per oz.  
Writing under same date, Messrs. Cassell, Paine & Co. report:—Since the issue of our last report on the 28th ultimo per a *Dromedary* favourable advices from Bombay consequent on the advance in the prices of raw cotton in England and America have considerably strengthened holders who have succeeded in establishing an improvement of 1 to 2 1/2 in values. Our large neighbouring market of Shanghai has also been active and advancing and with extensive shipments to the port our stocks are greatly increased which has considerably relieved our market of unobtainable goods. Prices in the country are much better, our equivalent, notwithstanding which there has been during the past fortnight a much more extensive business than has been done for some months past and we close with a strong market.

No. 202.—Have not been in sight of late, but still a moderate business has been effected in special shipments at an advance of 2 1/2 to 3 per bale. Sales during the past fortnight, compiled from 517 bales of No. 62, 50 bales of No. 82, 6,800 bales of No. 102, 2,445 bales of No. 122, 1,455 bales of No. 162, and 3,190 bales of No. 202, in all about 13,740 bales. Arrivals per steamers *Catherine* and *Hopbong*, *Mika Maru*, *Yachi* and *Daiki* amount to about 5,000 bales. Shipment to Shanghai and Northern Port of about 5,000 bales. The unpaid stock is estimated at about 45,000 bales.

Local Mills.—Sales of 515 bales No. 102 at 83 1/2 to 85 are reported. Japanese Yarn.—The business of the last July comprises sales of 275 bales No. 62, 4 from 115 to 121 and of 200 bales No. 202, from 122 to 129.

Exchange.—We quote to-day on India at Rs. 163 1/2. London at 2 1/2.

## YESTERDAY'S EXCHANGE.

London—Bank T.T. 2 1/2  
Demand " " 2 1/2  
No. 4 months sight " " 2 1/2  
France—Bank T.T. 163 1/2  
America—Bank T.T. 163 1/2  
Germany—Bank T.T. 163 1/2  
India T.T. 51 1/2  
Do. Demand " " 51 1/2  
Shanghai—Bank T.T. 7 1/2  
Yachi—Bank T.T. 7 1/2  
Daiki—Bank T.T. 7 1/2  
Yama—Bank T.T. 7 1/2  
Do. Demand " " 7 1/2  
1 month sight L/C " " 51 1/2  
5 months sight L/C " " 51 1/2  
30 days sight San Francisco & New York " " 51 1/2  
1 month sight " " 51 1/2  
30 days sight Sydney and Melbourne " " 51 1/2  
4 months sight France " " 51 1/2  
6 months sight " " 51 1/2  
1 month sight Germany " " 51 1/2  
Bar Silver " " 51 1/2  
Bank of England rate " " 51 1/2  
Bank of France " " 51 1/2  
Sovereign " " 51 1/2

## LOCAL AND GENERAL.

The thermometer registered 107° in the shade at Tientsin on 26th ult.

H.E. SIR CLAUDE MACDONALD, British Ambassador to the Court of Japan, returned to Tokio on 28th ult.

CAPTAIN P. H. M. Taylor, 32nd (Indian) Lancers, has been appointed Aide-de-Camp to Sir Frederick Lugard, Governor of Nigeria.

ENGINEER Sub-Lieutenant C. B. Ewington has been appointed to the *King* on the China Station, from the *Roxburgh* in the First-class Squadron.

Owing to the absence of Mr. F. A. Bartland in Macao, Mr. G. N. Orme, Acting Police magistrate, presided at the Police Court on last Monday morning.

SECOND Lieutenant C. R. Shannon, Royal Engineers, doing duty in the 1st of Light Battalion, has been placed under orders to proceed to Hongkong in the approaching relief ship.

AN American Consulate was opened in this city at Antung, under the jurisdiction of Mr. Arnell, lately of Mukden. The survey of the Amur Railway has been finished and it is expected that the line will be constructed by 1912.

The property belonging to the late Mr. A. W. Matland, situated at No. 9, Seymour Road, Shanghai, was sold by auction on 1st inst., by Messrs. L. Moore & Co. A large number of prospective buyers were present, and the bidding, starting at Tls. 50,000, rose to 110,000, at which figure the Shanghai Land Investment Co. was the purchaser.

On the 4th ult. Mr. Runsiman informed Mr. Lansdale that Sir E. Grey had no information respecting the riots near Suway, in China, except what had been published in the *Press*, and he was confident that His Majesty's Minister in China would report to him at once on the matter if it were serious. From official information received, the disturbance at Suway, previously reported, appeared to have been unimportant.

An interesting race between motor boats took place last Sunday afternoon, the course being from the Cornhill Yacht Club to the beacon at Lyseum Pass. Five boats competed, and the race was won by the *Flying Dutchman* of Ulders & Schluter, the *Dutchman* being second and *Nilla* third. The *Yellow* was built by the owners, and has been designed and engineered by Fay & Dower, U.S.A. The winner had a handicap of ten minutes.

AT an entertainment of welcome given on 30th ult., at Seoul, in honour of Pak Yong-ho, the former political refugee who has just been allowed to return from Japan to Korea, forty anti-Japanese assassins attempted to assassinate Pak Yong-ho. Subsequent investigation of the plot revealed the fact that the assassins were members of the pro-Japanese Ichikawa Society. These three men had the narrowest escape. The leader of the assassins committed suicide on the spot.

A TOKIO telegram of 1st inst., to the *N. Y. C. News*, says in reference to an order given by the French police to Japanese Employment Offices to withdraw their agents from the ground that they are not American citizens, the Municipality declares that Treaty provisions do not affect police authority. The Japanese Embassy has not yet received official notification of the order and is despatching a note, which would in any case be idle in present circumstances, pending the judgment of the Court at Washington.

News has reached this country of the death, on April 29, of Mr. Wei On, who was, we believe, the only Chinaman ever admitted as an English solicitor. He was educated at Cheltenham College and Christ Church, Oxford, where he took his B.A. degree and became known as a fine athlete. He was subsequently admitted to the bar, and was a member of the Inner Temple. He was a member of the law firm of Messrs. Clarke, Rawlinson and Co., of 66, Gray's Inn, and was a member of the law firm of Messrs. Clarke, Rawlinson and Co., of 66, Gray's Inn, and was a member of the law firm of Messrs. Clarke, Rawlinson and Co., of 66, Gray's Inn, and was a member of the law firm of Messrs. Clarke, Rawlinson and Co., of 66, Gray's Inn, and was a member of the law firm of Messrs. Clarke, Rawlinson



**THE Yala Forestry** negotiations recently suspended at Tientsin will be shortly resumed at Peking with much brighter prospects.

**YESTERDAY** morning, the following cable was received at the Colonial Secretary's Office, from the Singapore Government:—"Hongkong declared to be infected on account of bubonic plague."

**THE Chinese Engineering & Mining Co's** total output of the Company's three mines for the week ending June 21, 1907, amounted to 20,000 tons and the sales during the same period to 20,767,441 tons.

**LEAVE** of absence to the neighbouring countries on private affairs is granted to the following officers:—Major H. P. H. Parker, 120th. Baluchis, from 15th to 24th July, (Station leave). Lieut. J. G. Locky, 110th. Infantry, from 26th July to 23rd Sept. (privilege leave).

**FOR** the forthcoming Water Polo Shield Competition, we understand that the Victoria Recreation Club, Royal Engineers and Middlesex Regiment are each entering two teams. The 87th Co. Royal Garrison Artillery, Royal Hong Kong Yacht Club and Corinthian Yacht Club are entering one team each.

**A QANTON** dispatch reports that Liu Sze-yi, the leader of the Chingchow insurgents, is dead. He was slain while leading an attack on Wednesday last upon the K'ung-sheng village. By the death of Liu Sze-yi it is expected that the back of the insurrection in that part of Kwangtung province has been broken.

**THE Hongkong Times** understands that a Gold Coinage Bill has been drafted for Hongkong, and that the measure may become law within the year. It is under this law that it is proposed to re-introduce the stang—a copper coin this time, not silver as before. Matters have not developed sufficiently far yet, however, for orders to be given for the manufacture of the coins.

**VICEROY TSEN CHUN-HUEN**, it is said, is determined to decline the Two Kwang Viceroys and has again sent a memorial to the Throne declaring that his bodily health prevents him from leaving even his own room, much more to travel south any further. His Excellency is said to be negotiating for the purchase of a certain house in Soochow where he intends to make his future home if allowed to retire into private life.—N. C. D. News.

**AT** noon yesterday Rev. Bro. Cornelius, of St. Joseph's College, left for Suifu by the S.S. *Yawata Maru* on a fortnight's sick leave. He was accompanied by a number of pupils and ex-pupils of the college. After wishing their departing teacher bon voyage, they gave him three ringing cheers, as the launch cast off from the *Yawata Maru* punctually at noon when the liner steamed out from her moorings on the voyage to Australia.

**THE** Korean deputation to the Hague is causing anxiety in Court circles at Seoul in anticipation of Japanese remonstrances. The incident seems to confirm the report recently current that the Japanese Government had offered the Imperial Treasury on the pretext of appealing to the Powers for Korea's independence. In this connection it is recalled that the late Ministerial changes at Seoul were due to intrigues that were held to endanger Japan's position in Korea.

**ABBE JOSEPH BERTRAND**, a French missionary at Gombaja, near Hakone, has received a Blue Ribbon medal from the Japanese Government in recognition of his self-sacrificing work. It is stated that the priest has directed his attention from an early date to charitable work, and rendered valuable assistance to the founder of the Fukutsu Byoin, a leper hospital at Kamiyama, Shizuoka Prefecture. Father Bertrand later acquired this hospital, and has admitted over 300 patients and expended the sum of about ¥80,000 on this branch of charitable work.

**THE** Toyo Kisen Kaisha is about to engage in the transport of crude kerosene oil supplied by the California Petroleum Company. An oil-tank steamer for this trade is now being constructed at the Mitsui Bishi Vard at Nagasaki. The factory of the Nambu Oil Petroleum Company, which is now being built at Hiramatsu, near Yokohama, where the Californian oil is to be refined, is nearing completion. The petroleum company has also decided to construct an oil-tank at Noda, near Suna, and the land for the site has already been purchased. The Toyo Kisen Kaisha, we learn, has also purchased an oil-tank steamer of 6,000 tons in England.

**THE** number of petty larcenies that occur daily aboard the Yau-mai-ti ferry launches has made the launch people more cautious than ever. At about one o'clock this morning (10th inst.) Leung Tun, the collector on board the steam launch *Yau-mai-ti*, found a strange man fell asleep near the engine-room. He recalled that not long before the engine-room bell went missing. He promptly seized the sleeper and handed him over to the police. At Yau-mai-ti Police Station the man said he was Chao Ho. He was charged at the Police Court, this morning, with being aboard the launch with felonious intent. Accused, in defence, said that he went aboard to pass the night as he wanted to come across to Hongkong by the first launch to-day. He was given fourteen days.

**TO-DAY** (8th inst.) was one of the busiest days of the Magistracy has seen for weeks, and with only one magistrate sitting it looked at one time as if it would be impossible to get through the cases in one day. There were several gambling cases, innumerable hawking, obstruction and assault cases, while petty larcenies and rogues and vagabonds were there in plenty. No less than four boats were occupied near the Custom and Customs, and with each officer getting his witnesses together and waiting for his different cases to be called on, the Magistracy was the best place to be away from this morning, standing room, not to say sitting accommodation, both inside and outside the Court room, for an hour after the Court sat, being impossible.

**THE** Chefoo *Daily News* of 29th ult. says:—"The Chinese Government dispatch boat, the small wooden steamer *Chinghai*, returned to port a few days ago from a cruise, with six prisoners (pirates) on board. When cruising near Weihaiwei the steamer sighted a suspicious looking junk. When the *Chinghai* bore down upon the craft the crew of the latter jumped into the water to escape capture after a few shots had been fired. The men were soon picked up and taken to the ship. It was found to contain a great quantity of firearms as well as a considerable amount of copper cash in three large bags. Upon their arrival at Chefoo it was found that four only of the captured men were actual pirates. The other two are prisoners whom the robbers held in custody. The four criminals are Tientsin men. They will be executed after order has been received from China."

**LIEUTENANT E. A. Hooper**, Middlesex Regiment, has proceeded on leave (10th July), when he will embark to join the 3rd Battalion at Hongkong.

**MR. Frederick T. Hall** (of Hongkong) and Mr. Henry N. Ridley, M.A., F.R.S. (Straits Settlements), have been elected Fellows of the Royal Colonial Institute.

**LEAVE** of absence to the neighbouring countries on private affairs, has been granted to Captain B. S. Phillips, Royal Engineers, from 14th July to 30th September.

**THE** new Customs House was opened at Tientsin on 1st inst., and the Chinese flag now flies above it. In many cases duty was paid for transportation northwards. The Russian Consulate at Tientsin opened on 5th inst.

**IN** Zealand news that the Hongkong and Shanghai Banking Corporation has obtained the permission of the Secretary of State to opening out a branch in the Federated Malay States. The likelihood is that Kuala Lumpur may be the town selected for its scene of operations.

**TWO** priests—Chao Lo Wan and Wong I Pan—were locked up on Wednesday afternoon for bathing in the waterworks, at Shau-ki-wan. They were arraigned before Mr. G. M. Orme, at the Police Court, on Thursday morning, and pleaded guilty to the charge, and were fined one dollar each.

**SIR** Matthew Nathan was received in audience by His Majesty the King at Buckingham Palace on 13th ult. upon relinquishing his appointment as Governor of Hongkong, and kissed hands upon his appointment as Governor of Natal. Colonel the Hon. H. C. Legge (Esquary-in-Waiting) was in attendance.

**MESSRS.** Hughes and Hough, auctioneers, put up for sale by public auction at noon, last Thursday, the valuable leasehold property, Nos. 303, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 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2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397,



# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 5510

光緒三十三年六月初四日

SATURDAY, JULY 13, 1907.

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Hongkong, 6th April, 1907. [17]

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Hongkong, 14th March, 1907. [18]

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Hongkong, 8th June, 1907. [20]

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Hongkong, 14th June, 1907. [21]

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Hongkong, 13th July, 1907. [2]

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Hongkong, 6th July, 1907. [28]

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THE Company's Steamship

"SUI-AN"

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Returning from Macao at 5 P.M.

Luncheon and Refreshments supplied on board.

Saloon, Return Fare ..... \$4.00

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Children under 12 years Half Price.

NO CHITS will be accepted and servants' passage must be paid for.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the COMPANY'S WHARF. This steamer connects with the returning steamer from Macao.

W. E. CLARKE,  
Secretary.

Hongkong, 8th July, 1907. [29]

## Intimations.

One of the most prominent Medical men of China said:

"Where Bear Brand Milk is Known, the public will have no further complaint as to their milk supply."

For Sale at

THE SAVOY,

in Queen's Road Central and at their Branch Store in Kowloon.

THE MUTUAL STORES,

and all its BRANCHES.

WATSON & CO., LD.,

and the Agents—

F. BLACKHEAD & Co.

Hongkong, 24th January, 1907. [30]



### THE CITY OF PARIS,

PARISIAN DRESSMAKERS AND COURT MILLINERS,

2, PEDDER STREET, MADAME FLINT, MANAGERESS.

## GREAT CLEARANCE SALE.

HATS, SHOES, BLOUSES, DRESSES, ROBES, RIBBONS, LACES, &c., &c.

GREATLY REDUCED PRICES.

Hongkong, 4th July, 1907. [32]

## CHAMPAGNE.

G. H. MUMM & CO.

THE MOST POPULAR WINE.

Can be had in the following qualities:—  
EXTRA DRY (Gout Americain).  
BRUT (Cordon Rouge).

Sales in the United States exceed the total of all other Brands.

Served in all Clubs and First-class Hotels, and obtainable at all Wine Merchants in the Colony.

[345]

## Hotels.

### HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

Hongkong, 21st June, 1907.

A. F. DAVIES,  
Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FANS (if required).

ELECTRIC PASSENGER ELEVATOR to each floor.

TABLE D'HOTE at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 4th December, 1906. [27]

### THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... \$1,000,000.)

Undertakes and Executes

THE OFFICE OF

TRUSTEE, EXECUTOR OF WILLS,

ATTORNEY, &c., &c.,

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 22nd May, 1907. [55]

## GRAND OPENING

### OF ARTS EXHIBITION.

FOR A SHORT SEASON ONLY.

UNDER THE AUSPICES OF THE CANTON NAM-KEUNG PUBLIC COLLEGE,

there will be opened to the public at

37, QUEEN'S ROAD CENTRAL

(three doors above Supreme Court)

on

WEDNESDAY, 15th May, 1907,

A GRAND EXHIBITION OF

EXQUISITE ART TREASURES,

Comprising:—

PAINTINGS, SCULPTURES, CARVINGS, TAPESTRY, ARTISTIC MARBLE and BRONZE BUSTS and STATUARY, ANCIENT ARMOUR and IMPLEMENTS OF WAR, FRENCH and VENETIAN WARES, Beautiful Articles of Decorative Furniture including a Bedroom Suite in Crystal and a Handsome Roman Chair from the Vatican, Rare Curios, Bric-a-Bracs, Bronzes and other specimens of Art from many parts of the world to the order of the Exhibition.

A nominal fee of FIFTY CENTS will be charged for admission, the net proceeds of which will be devoted to the Educational Funds of the CANTON NAM-KEUNG PUBLIC COLLEGE.

Doors opened from 12 noon to 5 P.M., and 7 to 10 P.M.

Tickets may be had at Entrance.

Adults ..... 25 cents.

Children ..... 15 " "

Soldiers in uniform ..... 15 " "

T. E. TAI,  
Manager.

Hongkong, 15th June, 1907. [49]

## Hotel.

### HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PRAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 1st July, 1907. [19]



## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HOMAM," 2,365 tons, Captain H. D. Jones.  
 "POWAN," 2,358 " " W. A. Valentine.  
 "FATSHAN," 2,360 " " C. V. Lloyd.  
 "KINSHAN," 2,395 " " B. Branch.  
 "HEUNGSHAN," 2,398 " " R. D. Thomas.

Departure from Hongkong to Canton daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).  
 Departures from Canton to Hongkong daily at 8 A.M. and 5 P.M. (Sunday excepted).  
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 10 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.  
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain R. H. Grainger.  
 "SUI-TAI," 1,651 " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.  
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.  
 The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.  
 Departures from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,119 tons, Captain T. Hamlin.  
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.  
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 1,588 tons, Captain J. Willox.  
 "NANNING," 1,569 " " Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
 Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.  
 Hotel Mansions, (First Floor), opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.  
 Hongkong, 13th July, 1907.

## REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
 Departure from Hongkong at 9:30 P.M. (Saturdays excepted).  
 Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.  
 The Company's Wharf is at the end of Wing Lok Street (Tram Station).  
 Canton Agents: Messrs. E. Pasquet & Co.  
 For further particulars, please apply to—  
 BARRETTO & CO.,  
 Agents.  
 Hongkong, 5th April, 1907.

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."  
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 DAYS.  
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.  
 Fare for the Round Trip.....\$30  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.  
 For further information, apply to—  
 BUTTERFIELD & SWIRE,  
 Agents,  
 WEST RIVER BRITISH S.S. CO.  
 HONGKONG.

Hongkong, 6th October, 1906.

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	Second half July	JAPAN	Second half July
TJIMAH	JAVA	Second half July	JAPAN	Second half July
TJIKINI	JAPAN	Second half July	JAVA PORTS	Second half July
TJILIWONG	JAVA	First half Aug.	JAPAN	First half Aug.
TJILATJAP	JAPAN	First half Sept.	JAVA PORTS	First half Sept.
TJIPANAS	JAPAN	First half Sept.	JAVA PORTS	First half Sept.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.  
 20, QUEEN BUILDINGS, 1st floor,  
 Hongkong, 9th July, 1907.

## Dentistry.

Dr. M. H. CHAUN.

THE LATEST METHOD

AMERICAN SYSTEM OF DENTISTRY  
 35, QUEEN'S ROAD CENTRAL,  
 From the University of Pennsylvania, U.S.A.  
 Hongkong, 16th April, 1905.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEE.

Consultation Free.  
 Hongkong, 20th June, 1904.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 69.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 100, or 681.

Telegrams: "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Lieber, Scotts,

A. 1, and Watkins.

Yokohama, May 23rd, 1905.

## Mails.

## NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, and HAMBURG. "PRUSSIAN" Capt. C. Nahrath WEDNESDAY, 17th July, 1907.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA. "ZIKTEN" Capt. F. Prisch About WEDNESDAY, 17th July, 1907.

MANILA, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE. "MANILA" Capt. Minnegen THURSDAY, 18th July, 1907.

KUDAT and SANDAKAN. "BORNEO" Capt. F. Sembill About THURSDAY, 9 A.M., 25th July, 1907.

YOKOHAMA and KOBE. "PRINZ WALDEMAR" Capt. W. von Senden About FRIDAY, 26th July, 1907.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG &amp; CHINA.

Hongkong, 12th July, 1907.

## Intimation.

EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 3, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI.  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 565, Nanking Road.  
 Hongkong, 27th November, 1905.

## Hotels.

## VICTORIA HOTEL,

(TELEGRAMS—VICTORIA—SHANGHAI)  
 SHAMKIN, CANTON,  
 ON THE BRITISH CONCESSION,  
 H. HAYNES,  
 Manager.

## MACAO HOTEL,

(TELEGRAMS—FARMER—MACAO)  
 MACAO, CHINA.  
 IN THE CENTRE OF THE PRAIA GRANDE.  
 Capt. T. AUSTIN, R.N.,  
 Manager.

BOTH HOTELS ELECTRICALLY LIGHTED AND UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

Wm. FARMER, Proprietor.

## PHILIPPINE NAVY YARD.

## CHINESE SUPERCEDE JAPANESE MECHANICS.

One hundred Japanese mechanics and labourers employed at the Olongapo Naval Station were discharged yesterday, by order of Captain Harris, commandant of the station, reports the Manila Times of 6th inst.

The order of dismissal was summary and unexpected, no reason for the action being assigned, so far as can be ascertained, by Captain Harris.

An effort is now being made by the naval authorities at Olongapo to secure Chinese to take the places of discharged men and it is understood that a number of carpenters have already been hired in Manila and are on their way to the station.

The news of the summary dismissal of all Japanese at Olongapo was received in Manila this morning from what is considered an absolutely reliable source. Details are lacking.

Captain Harris is at Olongapo and could not be communicated with by the hour of going to press. The Japanese Consul was seen with reference to the matter. He stated that he had received no official or private information of the reported action of Captain Harris.

## MARRIED TO A MILLIONAIRE AT PENANG.

Romantic happenings in foreign land were described to the Thames magistrate on 11th ult. by Mrs. Marjorie Kingdon, who came up on an adjourned summons for destroying articles belonging to Mrs. Waterman, of Poplar. In her defence the defendant said she had only just arrived in England after a five weeks' voyage, and when she went to her husband he used bad language. She had been a respectable woman, and Lady Northcote had assisted her and her son to India. After that she went into the service of the Portuguese Governor in China. When that gentleman left China she was assisted by the magistrate, officers, and others at Penang, and while at the latter place she married an American millionaire, but two days later his wife turned up. She was then given a sum of \$2,000 by way of a settlement. Mr. Mead fined defendant £3, £1 the amount of damage, and 25s. costs, or 14 days' hard labour. Defendant said there was a sum of £100, due from her husband. She was told that would have to be recovered at the Mansion House.

## THRILLING SEA TALE OF THE ARCTIC.

## WRECKED CREW'S REFUGE ON AN ICEBERG.

There arrived last night at Scalloway, on the west side of the Shetlands, the Norwegian steamer *Kongshog*, having on board the shipwrecked crew of the Norwegian sealer *Prince Olaf*, the captain of which gives a thrilling narrative of his terrible experience after losing his vessel in the arctic regions.

Capt. Karl Godt, who speaks English imperfectly, states that the *Prince Olaf*, carrying a crew of 10 men, left Oslund, in Norway, for the seal fishing ground on 16 April. The weather was fine at the start, but when coming up to the ice they experienced gales and a heavy sea. The weather continued rough.

Coming to a gap in the ice the captain observed a large number of seals through the break, and he decided to run through hoping to have smoother water and secure the seals.

On 29 May the vessel was headed in through an inlet in the ice, and while sailing through the ice suddenly closed, crushing the bottom out of the ship, and leaving the wreck of the upper portion on top of the ice. The crew were all on deck at the time, and managed to get out two boats. They were able to secure some clothing, a small quantity of coal, and some fresh water. The ice opened out again, leaving a waterway. The crew saw an iceberg not far away, and decided to pull to it and shelter there.

REFUGE ON AN ICEBERG.  
 The berg was not very high, and they managed to get on to it, dragging up their two boats along with them.

They turned the boats upside down, and with the coats they had lighted a fire. The weather was very severe, snow falling and the temperature being bitterly cold. They had biscuits and water, and these were shared out among the unfortunate men, most of whom had given up all hope of rescue.

AFTER BEING SOME 25 HOURS ON THE ICEBERG they observed a sail in the distance making towards them. Raising a flag on an oar, the sailors made all endeavour to draw the attention of the vessel to their position. The vessel observed the signals, and bore down towards the iceberg. When the ship was near the iceberg the shipwrecked crew launched their two boats and pulled out to the rescuing craft.

She proved to be the Norwegian sealer *Gullrid*, and the castaways were taken on board and treated with every kindness. The *Gullrid* transferred the crew to the *Kongshog*.

## PALACE OF MARBLE.

SIR ERNEST CASSELL'S NEW MANSION IN PARK LANE.

Lord Tweedmouth's old house in Park Lane, at the corner of Brook-street, which some little time ago passed into the hands of Sir Ernest Cassel, is rapidly being transformed into one of the most sumptuous and magnificent modern private palaces of the world.

One feature, consisting of the entrance hall and staircase in the Italian Renaissance style, which is entirely clad in pure white statuary marble. Eight hundred tons of this material have been used for the staircase and for the loggia around the hall to which the staircase leads. Everything here shines in virgin whiteness—the walls, the floor, the stairs, and the columns, 17ft. high, that support the gallery under the dome.

Apart from this new staircase, the chief alteration to the house consists of the building of a new dining hall of Roman design in the garden, connected with the rest of the house by a colonnaded white marble corridor.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions from G. H. POTTS, Esq., to sell by PUBLIC AUCTION,

on MONDAY,

the 15th July, 1907, commencing at 2:30 P.M., at "Cavalry," Peak Road,

A QUANTITY OF

VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

UPHOLSTERED DRAWING ROOM SUITE, JAPANESE EMBROIDERED SCREENS, LACQUERED TABLES, ENGRAVINGS, LACE CURTAINS, STANDARD LAMPS, TIENSIN CARPETS and RUGS, &c., &c.

EXTENSION DINING TABLE, CARVED SIDEBOARD with BEVELLED MIRROR, DINNER WAGGON, WRITING DESKS, INLAID PANELS, CROCKERY and GLASSWARE, &c., &c.

BRASS and BRASS-MOUNTED DOUBLE and SINGLE BEDSTEADS, WARDROBES with BEVELLED MIRRORS, MARBLE-TOP BUREAU with BEVELLED MIRRORS, MARBLE-TOP WASHSTANDS, Specially made LINEN PRESS, CHEST-OF-DRAWERS, BOOKCASE with DESK, MEDICINE CABINET, &c., &c.

BATHROOM, PANTRY, and KITCHEN REQUISITES.

ALSO

A FINE SELECTION OF

CANTON BLACKWOODWARE,

Comprising:—

CABINETS, TABLES, JARDINIERS and STOOLS, &amp;c.;

AND

One COTTAGE PIANO, by Collard & Collard;

AND

A Large Quantity of PALMS and other PLANTS, in tubs and pots.

TERMS:—As Curators.

On view from Saturday, the 13th July, 1907.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 6th July, 1907.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on MONDAY,

the 15th July, 1907, at 2:30 P.M., at No. 25, Wyndham Street,

THE WHOLE OF THE

VALUABLE

HOUSEHOLD FURNITURE,

THEREIN CONTAINED,

Comprising:—

DOUBLE BRASS-MOUNTED BEDSTEADS with WIRE MATTRESSES, MARBLE-TOP BUREAUS with BEVELLED GLASS, DOUBLE TEAKWOOD WARDROBES with BEVELLED GLASS, MARBLE-TOP WASHSTANDS, EMBROIDERED SCREENS, DINING TABLE and CHAIRS, TEAKWOOD SIDEBOARD with BEVELLED GLASS, GLASS, CROCKERY and E.P. WARE, OIL PAINTINGS, BRUSSEL'S CARPET, &c.

On View on Saturday, the 13th instant. Catalogues will be issued. TERMS:—As usual.

HUGHES &amp; HOUGH,

Auctioneers.

Hongkong, 11th July, 1907.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on TUESDAY,

the 16th July, 1907, at 3:30 P.M., at their Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street,

SUNDRY

HOUSEHOLD FURNITURE,

Comprising:—

TAPESTRY-COVERED DRAWING ROOM SUITE, DOUBLE BRASS and IRON BEDSTEADS with WIRE MATTRESSES, TEAKWOOD CAMPHOR WOOD WARDROBES with GLASS, DINING TABLE and CHAIRS, MARBLE-TOP WASHSTANDS, DRESSING TABLES, GLASS, CROCKERY and E.P. WARE, PICTURE, A Quantity of BLACKWOOD WARE, &c., &c.

TERMS:—As usual.  
 HUGHES & HOUGH,  
 Auctioneers.  
 Hongkong, 10th July, 1907.

## SELF CURE NO FICTION!

## MARVEL UPON MARVEL!

NO SUFFERER NEED NOW DESPAIR,  
 but with a steady dose of THERAPION into the deep ditch of quackery, may safely, speedily and surely cure himself without the knowledge of a quack doctor. By the introduction of THE NEW FRENCH REMEDY

## THERAPION

a complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Serravallo Remedy for discharges, superfluous secretions, rheumatism, neuralgia, sciatica, and other nervous diseases.

THERAPION No. 2—A Serravallo Remedy for primary and secondary syphilis, skin eruptions, rheumatism, sciatica, and other nervous diseases, and all those complaints which accompany and complicate the venereal disease, and which are so generally and erroneously supposed to be incurable. This preparation purifies the blood, and restores the system through the blood and thoroughly eliminates all venereal matter from the body.

THERAPION No. 3—A Serravallo Remedy for debility, nervousness, impaired vitality, dyspepsia, and all those ailments which arise from a disordered system of the blood and nerves, and which the faculty of regeneration ignores, but are so essential to pure and sound health.

THERAPION is a French Preparation of the highest quality, and is the only one of the three which is entirely free from any poisonous substances, and is the only one which is entirely free from any poisonous substances, and is the only one which is entirely free from any poisonous substances.

It is a French Preparation of the highest quality, and is the only one of the three which is entirely free from any poisonous substances, and is the only one which is entirely free from any poisonous substances, and is the only one which is entirely free from any poisonous substances.

Sold by all Chemists.

[9]



## Intimation.

Powell's  
ALEXANDRA  
BUILDINGS.

This Week.

SPECIAL  
SHOW DAYSLatest  
Summer  
Fashions.SMART  
MODELS  
IN  
BLOUSES.NOVEL  
STYLES  
IN  
LACE GOODS.NEW  
DESIGNS  
IN  
LADIES' BELTS.LATEST  
CREATIONS  
IN  
MILLINERY.WM. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 13th July, 1907.

## Intimations.

THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARKS.

NOTICE is hereby given that FERDINAND BORNE-MANN, of Victoria, Hongkong, Merchant, has, on the 22nd day of March, 1907, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Marks—

- (1) A Lotus flower in a pond and the Chinese characters meaning "opening of flowers, wealth and rank."
- (2) A Japanese girl supposed to be dreaming about another girl depicted above in a sort of cloud.
- (3) Four boys and a fish.
- (4) Two boys carrying a flower pot and the Chinese characters meaning "wealth and rank picture."
- (5) Five boys in a room playing with fruits and Chinese words meaning "picture of five children."
- (6) Nine lotus flowers each supporting a red candle and Chinese characters meaning "nine lotus lamp."
- (7) Four Chinamen, one being a newly made Mandarin, and Chinese characters meaning "official rank raised to No. 1."
- (8) A Chinese writer who is singing and playing a phoenix by his song, and Chinese characters meaning "To get up phoenix by singing."
- (9) A Chinese woman and horse.
- (10) A fighting scene known as the North Campaign, and Chinese characters meaning "picture of a military force."
- (11) An execution scene and Chinese characters meaning "picture of a fierce girl."
- (12) A garden scene and Chinese characters meaning "Meeting in a flower garden."
- (13) A Taoist priest and Chinese characters meaning "A Taoist begging for medicine from a God."
- (14) The Queen of Winds and her suite and Chinese characters meaning "Birthday of the Empress."
- (15) Chinese pidgeon post and Chinese characters meaning "sending letter by a bird."

in the name of FERDINAND BORNE-MANN, who claims to be the sole proprietor thereof.

The Trade Marks have been used by the Applicant in respect of the following goods—

COTTON PEECE GOODS OF ALL KINDS.

IN CLASS 24.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 13th day of May, 1907.

DENNIS & BOWLEY,  
Solicitors for the Applicant.

THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARK.

NOTICE is hereby given that the HOKKAIDO TANKO KISEN KAISHA, of Japan, Merchant, has, on the 21st day of May, 1907, applied for the Registration, in Hongkong, in the Register of Trade Marks, of the following Trade Mark—

The distinctive device of a peculiar five-pointed star with a circular hole in the center within a circle and the words "Hokkaido Tanko Kisen Kaisha" between the said circle and two outer circles.

in the name of the HOKKAIDO TANKO KISEN KAISHA, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicants in respect of Coal, in Class 4.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 12th day of June, 1907.

WILKINSON & GRIST,  
Solicitors for the Applicants.

PEAK TRAMWAYS COMPANY,  
LIMITED.

## TIME TABLE.

## WEEK DAYS.

7.00 a.m.	to 9.30 a.m.	Every 10 minutes.
9.30 a.m.	to 11.00 a.m.	Every 15 minutes.
11.30 a.m.	to 12.45 p.m.	Every 15 minutes.
12.45 p.m.	to 1.15 p.m.	Every 15 minutes.
1.15 p.m.	to 1.45 p.m.	Every 15 minutes.
1.45 p.m.	to 2.15 p.m.	Every 15 minutes.
2.15 p.m.	to 3.00 p.m.	Every 15 minutes.
3.00 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 8.00 p.m.	Every 10 minutes.

## NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

## SUNDAYS.

8.00 a.m.	to 9.00 a.m.	Every 15 minutes.
9.00 a.m.	to 9.30 a.m.	Every 30 minutes.
9.30 a.m.	to 10.30 a.m.	Every 15 minutes.
10.30 a.m.	to 11.00 a.m.	Every 10 minutes.
11.00 a.m.	to 12.00 noon.	Every 15 minutes.
12.00 noon	to 1.00 p.m.	Every 15 minutes.
1.00 p.m.	to 5.00 p.m.	Every 15 minutes.
5.00 p.m.	to 6.00 p.m.	Every 10 minutes.
6.00 p.m.	to 7.00 p.m.	Every 15 minutes.
7.00 p.m.	to 8.00 p.m.	Every 10 minutes.

## NIGHT CARS as on Week Days.

## SATURDAYS.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 4th June, 1907.

## COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 a.m. and 4 p.m. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,  
Manager.

Hongkong, 22nd June, 1907.

## Public Companies.

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 16th instant, to THURSDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 9th July, 1907.

THE WEST POINT BUILDING  
COMPANY, LIMITED.

AN INTERIM DIVIDEND of DOLLARS TWO per share, for the Six Months ending 30th June, 1907, will be payable on the 15th instant, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 16th instant, to MONDAY, the 25th instant, (both days inclusive).

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Investment and Agency Co., Ltd.,  
General Agents for the West Point Building Co., Ltd.  
Hongkong, 11th July, 1907.

## Notice of Firm.

## NOTICE.

NOTICE is hereby given that, owing to the INCREASE of the Business of Messrs. H. PRICE & CO., WINE MERCHANTS of No. 12, Queen's Road Central, Hongkong, the business has been formed into a Company with Limited liability under the name and style of Messrs. H. PRICE & CO., LIMITED, with Mr. A. E. ROBINSON as its Manager.

All Debts due to, and owing by, the late firm, will be received, and paid, by Messrs. H. PRICE & CO., LTD.

H. PRICE & CO., LTD.  
H. PRICE & CO.

Hongkong, 1st July, 1907.

## For Sale.

## FOR SALE.

TWO VERY VALUABLE PIECES OF LANDED PROPERTY situate at CANTON near the Hongkong, Canton and Macao Steamship Company's wharf and facing the river. Title Deeds can be seen at the office of the undersigned.

For further particulars, apply to—  
GOLDING and BARLOW,  
Solicitors,  
10, Queen's Road Central,  
Hongkong, 22nd May, 1907.

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG,  
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJENS' GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK

AT  
REASONABLE PRICES.

Hongkong, 7th March, 1907.

THE HONGKONG  
STUDIO

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1907.

**BIG CURE**  
MEN & WOMEN  
It is a most successful remedy for any venereal disease, whether it be syphilis, gonorrhea, or any other form of venereal infection. It is guaranteed to cure the disease in all cases, and is sold by chemists and druggists everywhere. Circulars sent on request.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 10th September, 1907.

## JAPAN AND KOREA.

## THE ASSASSINATION PLOT IN SEOUL.

According to further particulars to hand of the incident at the reception given to Prince Pak Yong-ho in Seoul, it appears that there were scores of members of the anti-Japanese party present at the reception who were parties to the plot to assassinate Prince Pak.

When the Prince received his invitation to the reception someone gave him secret information that his opponent had plotted against his life. In consequence of this warning the Prince entered the Kanjo Hospital the night before the reception was to take place, under the pretence of illness, and sent his representative to the reception. In his stead, with the result stated in our columns yesterday, says the *Japan Chronicle*.

The would-be assassin was a leader of the Self-Help Society, a Conservative Association formed early last year. About last autumn the Yōmei Men's Christian Association became associated with the Conservative Society against the Japanese. Some of the members obtained important positions in the Government service, and at one time the Society had some ascendancy over the Il-chin Hoi, a pro-Japanese party. Upon the formation of the present Cabinet, however, the Society lost power, and began to entertain hatred and animosity against the Il-chin Hoi. By his self-murder, the would-be assassin has exposed the feeling of the Society. It is stated that he was the head of the Chemulpo branch.

The wounded man died at the Red Cross Hospital in the evening of the same day (Sunday). From a letter which was found on him it is evident that he had framed a plot to murder the leaders of the Il-chin Hoi and of the pro-Japanese parties. In this letter he had declared that he was going to die an honorable death for the sake of his country, and set a good example to his fellow countrymen. "Those who misled the country should be killed at a blow. If he failed in his attempt he would shoot himself with a revolver. It was against the truth of heaven for one to murder others and live; therefore he would murder all the traitors and then die himself. The dead body of a patriot was powerful. If ten patriots sacrificed their lives for the country, the Korean autonomy could be restored. He died an honorable death, and others should follow his example."

## "HOOLOGANISM" IN KOBE.

## POLICE ACTIVITY.

## WHOLESALE ARRESTS.

As a result of the numerous complaints made of late in Kobe of persons being assaulted or robbed in the streets, the police have been actively engaged during the past three or four weeks in tracing and arresting persons of suspicious character. During last week alone 150 arrests were made, including a large number of late and so-called "students." Of these prisoners have been handed over to the Public Prosecutor, the remainder being liberated after a short detention at the police station.

It is to be hoped that the lawless and weak-minded "students" who have been a source both of danger and annoyance to the public by their behaviour of late will take warning from this experience, bearing in mind the fact that if re-arrested they will not get off so lightly. Some days ago a young man named Hashimoto Fukeichi, aged 19, residing at No. 24, Ninomiya-cho, 2-chome, was arrested by the police. During the examination of prisoner it transpired that since April last he had on four occasions attempted to assault young women in the neighbourhood of Yamamoto-dori, 1-chome and 2-chome.

Hashimoto was formerly a student at the Kwansai Gakuin, but was expelled in July of last year owing to his manner of living. Since that time, it is stated, he has attended no school nor done any work, his time having apparently been spent in prowling about the streets. It is understood by the police that many other assaults—other than the four which are known—have been committed by the prisoner, who is still under examination.

We learn that the Kobe police authorities have a number of men on special duty in connection with the suppression of "hooliganism" in the city, and that the police are making every effort to deal with the difficult task they have to undertake. It is evident from the number of arrests made of suspicious persons during one week.

## THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—  
On the 13th at 11.45 a.m.—The barometer has risen considerably over E. Japan and a slight rise of the mercury has taken place, also, over the China coast and the Philippines.

Pressure is highest over the Pacific to the E. of Japan, with lower pressure over Central China. Departures from the normal are small in amount generally.

Moderate variable winds are likely to prevail in the Formosa Channel, and light S. monsoon over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inch.

FORECAST.

1.—Hongkong and neighbourhood, S.W. winds, light or moderate fair.

2.—Formosa Channel, variable winds, moderate.

3.—South coast of China between Hongkong and Lamook, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the *Hongkong Telegraph* and they are warned against paying more than 75c (cents) (10 pence) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co., Ltd.  
Hongkong, 10th September, 1907.

## Intimation.

## THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It was an experienced old diplomat who said this to a beginner in the work. It may pass in some things, but not in business. Fraud and deception are often profitable to one's pocket, but yet detection is certain sooner or later; then comes the smash-up and the punishment. The best and safest way is to tell the truth all the time. Thus you make friends that stick by you, and a reputation that is always worth twenty shillings to the pound everywhere your goods are offered for sale. We are able modestly to affirm, that it is on this basis that the world-wide popularity of

## WAMPOL'S PREPARATION

rests. The people have discovered that this medicine is exactly what it is said to be, and that it does what we have always declared it will do. Its nature also has been frankly made known. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. A combination of supreme excellence and medicinal merit. Nothing has been so successful in Anemia, Scrofula, Bronchitis, Influenza, Loss of Flesh and Wasting Diseases, Weakness and Low Nervous Tone, and all complaints caused by Impure Blood. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from the first dose and agrees with the most sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medicinal triumphs of the age. "Watch carefully against imitations." Sold by chemists throughout the world.

## Consignees.

## S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Malapa*, from Havre ex s.s. *Malapa*, and from Bordeaux ex s.s. *Le President Leroy Lallier*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 15th July, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th July, 1907.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "SIMLA."

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 8th July, 1907.

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship

## "AMBRIA."

Captain Schwingbamer, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th July, 1907.

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVORLICH,"  
FROM ANTWERP, LONDON AND  
STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 23rd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 9th July, 1907.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "DELHI,"

FROM BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex S.S. *Himalaya*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 17th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,  
Superintendent.

Hongkong, 11th July, 1907.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

## THE Company's Steamship

## "KUMSANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. on the 15th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,  
General Managers.

Hongkong, 12th July, 1907.

## HAMBURG-AMERIKA LINIE.

## THE H. A. L. Steamship



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841

## CLARET.

	PER CASE.	PER DOZ.
ST. ESTEPHE	\$ 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION	18.00	20.00
LARRIVET	22.00	24.00
CHATEAU MOUTON	25.00	28.00
D'ARMAILHACQ	25.00	28.00
CHATEAU PONTET	25.00	28.00
CARNET	30.00	32.00
CHATEAU LA TOUR	30.00	32.00
CHATEAU RAUZAN	44.00	48.00
CHATEAU LAFITE	50.00	55.00

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 13, 1907.

## THE HEALTH OF HONGKONG.

Few reports issued by the several public departments in Hongkong cover such a variety of interests as that which appears in the latest issue of the *Government Gazette* under the signatures of Dr. J. M. Atkinson, P.C.M.D., and Dr. Francis Clark, M.O.H. It deals generally with reports on the health and sanitary condition of Hongkong for 1906, and comprehends official statements from the Superintendent of the Government Civil Hospital, and of the Victoria Hospital, on lunatic asylums and the gaol hospital, on the health of the railway employees, on bacteriological investigations, and indeed, on everything relating to the health of the Colony. In these circumstances, it is manifestly impossible to do more than broach some of the principal subjects which are taken under discussion by the Medical Officers, and to hint, rather than to enter into details, at the interesting information set forth in the series of reports in question. During the past year there were 1028 births among the Chinese community and 293 among the non-Chinese, a total of 1321 altogether. It is stated, however, that the number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of the Chinese in not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are sickly at birth or die before they have lived a month have not had their births registered. It is customary, therefore, to assume that all children of one month old and under who die in the various convents (being brought there sick by poor people) and all children found dead in the streets, harbour, hillside, etc., by the police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births a corrected number of births is obtained and from this is calculated a corrected birth rate. The number of such children in 1906 was 267 males and 316 females, total 583, which being added to the registered births, makes a total of 1,904. The preponderance of male over female registered births is very marked amongst the Chinese, there being 199 males to 100 females. Even with the 583 above mentioned unregistered births the proportion is 144 males to 100 females. The deaths registered during the year numbered 8,379, or 25.06 per thousand, but that figure includes the loss of life in the typhoon of September and the influenza epidemic which occurred through the summer.

ing of the *Hankow*, the exact results of which will never be known. But taking these figures for what they are worth it appears that the death-rate among non-Chinese has dwindled from 20.50 in 1903 to 14.02 per thousand last year, which is extremely satisfactory. Unfortunately, the statistics for the Chinese community are by no means so bright, for the death-rate per thousand has risen from 23.77 in 1903 to 26.41 in 1906. Referring to the high case-mortality recorded at the Tung Wah Hospital, the compilers observe that the "Hospital is a purely Chinese institution, maintained by voluntary contributions, and supervised only by a Government medical officer. The reason, however, for the high case-mortality at this Hospital does not lie altogether in the treatment of the patients, but in the fact that the Hospital is regarded by the Chinese more as a "home for the dying" than as an institution for the treatment of the sick. Consequently, the great majority of the cases of malaria that are admitted thereto are in a moribund condition, and so near to death that even the hypodermic administration of quinine is of no avail. Could we educate the Chinese to seek medical aid on the first onset of the symptoms of fever, and could we at the same time educate the many Chinese herbalists and native doctors who ply their calling in this Colony, in the efficacy of quinine, many lives would undoubtedly be saved which are now sacrificed to ignorance and indifference. It had been hoped that malarial fever was in a fair way to being expelled from the Colony, after the reports of the immediately preceding five years, but the total number of deaths which occurred from malaria last year was higher than any since 1897, when the figure was placed at 554, whereas last year it was 448 as compared with 287 in 1905, 301 in 1904 and 300 in 1903. Coming to the question of dwelling houses in the Colony, it is stated that the number of dwellings in Hongkong reaches the respectable total of 8,503 and these contain 25,296 floors. The average number of persons residing in the dwellings was 20.4 and on each floor 6.90. During the year, the sanitary officers made 1,393 night visits with the object of discovering whether the tenants were keeping within the law in respect of overcrowding. In 566 cases they found that the total number of persons occupying the floors exceeded the allowed and doubtless the usual prosecutions followed. We may have an opportunity on a future occasion of referring to the minor statements incorporated in the main report, but we have, we fancy, given enough to prove the extremely engrossing nature of the document as a whole.

## LOCAL AND GENERAL.

PROCLAMATION No. 1 of 1907, declaring Bangkok to be a port or place where an infectious or contagious disease prevails is rescinded.

TO-MORROW, Sunday, July 14th, being the French National Fête, the Consul for France will be pleased to receive at his offices, Prince's Buildings, the persons who might wish to call on this occasion.

A MEETING on Saturday of the Board of Directors of the Japan Cotton Company, of Osaka, adopted a proposal to declare a dividend for the half-year just closed at the rate of 12 per cent. per annum. A proposal to establish a branch office at Bombay for the purpose of facilitating the purchase of Indian cotton was also agreed to.

CHAN SUN, a fireman, living in Th Rd Street, was charged before Mr. F. A. Hazeland, at the Police Court, this morning, with the larceny of a pair of shoes from a shop at Bonham Strand, yesterday. Accused made no attempt to refute the charge. According to Su Chia, a salesman, accused boldly walked into the shop, opened the show-case, took out the pair of shoes and proceeded to leave the premises. His Worship sent him to gaol for one month and ordered him to sit in the stocks for four hours.

A STREET-coolie was sent to the Government Civil Hospital yesterday afternoon by the police, at No. 2 Station, suffering from injuries about the head, the result of being knocked down by an electric tramcar. The accident occurred at about four o'clock, on the Praya East. At the time of the mishap, the coolie was running behind an eastbound car. When the corner of Albany Street was reached, the man made an attempt to cross the road and was struck by a westbound car, which was travelling at a fairly fast rate. He was picked up unconscious and removed to the police station, where he was temporarily treated before being sent to hospital.

AFTER careful inquiries into the report made at No. 2 Police Station some days ago by the caretaker of a conservancy flat, to the effect that four men—the former crew—had returned to the boat on Monday afternoon last and set fire to it, after having bound him to the mast, Inspector Gourlay is now firmly of opinion that the report was a bogus one. It appeared that the caretaker was engaged to attend to work on the boat until such time as a proper crew could be engaged. On Monday forenoon he went ashore, leaving a fire burning brightly in the stove. During his absence the stove was overturned and the stern of the boat was set on fire. In order to save himself the report to the police was made. It is reported that the caretaker cannot be found in the Colony and it is believed he absconded soon after making the report.

CANTON-HANKOW  
RAILWAY.

## THE MASS MEETING.

FORMATION OF "THE KWANGTUNG  
RAILWAY."

CANTON-MACAO RAILWAY.

[From Our Own Correspondent.]

Canton, 12th July.  
The much-talked-of mass meeting for the election of a board of directors of the Canton-Hankow Railway Company took place at the Company's office yesterday. There were present some eight hundred shareholders together with the Provincial Judge, Kung Sum Tsam, who presided over the meeting, the two Magistrates of Namhoi and Panyu, the Police officials, the Brigadier-General of Kwangchow and the representatives of the different railway companies throughout the Empire, and many others. At 7 a.m. the Provincial Judge with the other officials arrived at the Company's office with several hundred troops and posted them along the Po Wah Fong Street, in which the Company's office is situated, for protection purposes in case of emergency. No other persons were allowed to pass through this street except those who could produce admission tickets and prove that they were going to take part in the meeting. From 9 o'clock in the morning, ballot commenced to be taken, and votes were cast in the ballot boxes, which were not opened until noon, when all the shareholders who had applied for admission tickets were present. A gun was fired to announce the opening of the ballot boxes, and the votes were taken out one by one by Mr. Ha Yang-sang, who passed them on to the Provincial Judge, who in turn handed them to another person, who read out the name of the nominee. As one ballot was opened, the name of the person nominated was at once recorded and his name posted on the wall, whilst the original ballot papers were again put into other boxes which were afterwards sealed up by the Provincial Judge himself. The counting of the votes could not be completed until about seven o'clock in the evening.

Mr. Lo Po-shun, formerly member of the late board of directors of the Company, secured 306 votes with shares amounting to 755,200; Mr. Wong Shiu-ping, formerly vice-president of the Company, secured 260 votes with shares amounting to 646,900; Sir Chungtung Liang Cheng 142 votes with shares amounting to 556,300; Mr. Li King-tun 147 votes with shares amounting to 366,300; H. E. Chang Palace 155 votes with shares amounting to 326,900; etc.

Mr. Lo Po-shun thus having secured the greatest number of votes was therefore elected President; and Mr. Wong Shiu-ping, being second in the number of votes, was thus appointed Vice-President, whilst the rest will be appointed to the board of directors.

The Provincial Judge first made a speech before the meeting, and all those present were quite orderly, and the meeting passed off without any hitch, and quite quietly. After the meeting the Provincial Judge drafted two telegrams, one to be sent to the Ministry of Communications and Posts at Peking, the other to Shanghai to H.F. Viceroy Shun, reporting the result of the meeting. It was a little after ten o'clock when the Judge left the office. The Judge will again proceed to the Company's Office this morning, to check the ballot papers.

Before the ballots were opened, a group photograph was taken of all those present. Two large flags were hoisted over the door of the office and excellent accommodation was provided for all shareholders as well as all representatives of the Press and others.

Now as the difficulty and trouble of the company have been settled by this mass meeting, for the election of the board of directors, which passed off far more quietly and harmoniously than anticipated, it is to be hoped that the working of the Company will be in future carried on in a satisfactory manner.

## A RAILWAY BANK.

In reference to the meeting of the Canton-Hankow Railway Company held at the Company's Office on the 10th instant, with regard to the opening of a railway bank in connection with the Company, the following resolutions were passed:—(1) That Mr. Lau Siu-chuk who holds 40,000 railway shares, and is the originator of the suggestion for the opening of the bank, and who has drawn up regulations governing it, be appointed Manager of the bank without further election. (2) That the Bank be styled "The Kwangtung Railway Bank," without the addition of the word "Railway," as the railway is subject to a certain number of years, whilst the Bank is not. (3) That an attempt be made to get the agreement for the construction of the Canton-Macao Railway cancelled and the line be built with funds of this Company. (4) That twenty honorary members be selected from the different Charitable Institutions, etc., to help the Company's officials in their work, and be subject to change annually.

In addition to the above, another resolution was passed to the effect that the president and vice-president of the Company when elected are to hold office for a term of two years and may remain in office if found satisfactory.

## SHANGHAI DOCKS.

## A POOR DIVIDEND.

We are in receipt of the following communication from Messrs. F. S. Kadoorie & Co.:—  
"We are informed by telegraphic advices from Shanghai, that the Shanghai Dock and Engineering Co., Ltd., has declared a dividend of 11 1/2 per share for the year ending 30th April, 1907. The meeting is advertised to be held on the 30th instant and the transfer books of the Company will be closed from the 22nd instant."

## MARINE COURT.

## HARBOUR COLLISION.

At the Marine Court this morning, before Commander Bagill R. H. Taylor, R.N., Harbour Master and Marine Magistrate, an inquiry was held into the circumstances attending the collision between the unlicensed steam-launch *K. 4*, Lau Yau, master, and the licensed steam launch *Cheung Lee*, Cheung Hoi, master, in the waters of the Colony, on the 2nd instant.

John Morrison, harbour engineer to the Dock Company, said he was leaving the *Japan* which was lying at the Apcar buoy in the *K. 4* launch. He left the starboard side, the ship being swung to ebb. After showing off he ported to turn round and go east. The *Cheung Lee* was coming from the west and came close round the bows of the *Japan*, and the two launches met nearly at right angles, the stems meeting. Witness heard a long blast on the whistle of his launch and then a short one. He could not say how the engines were being worked. Lai Yuen, coxswain of the launch *K. 4*, said on showing off from the *Japan* he gave a long blast on his whistle, because he was afraid the other launch would collide with his. He then went ahead and put his helm to port. On drawing ahead he saw the other launch ahead of the *Japan* on his port bow and he then gave another long blast. The *Cheung Lee* took no notice. Witness kept his engines going ahead and his helm astern. The *Cheung Lee* came on and struck witness's port bow.

Cheung Hoi, coxswain of the *Cheung Lee*, said he was on board his launch at the time of the collision, going from West Point to Tsim-tai-tai. He came along the Southern Fairway, and then crossed the bows of the *Japan*. He saw the *K. 4* when about 100 feet off. He then went full speed astern and gave a short blast.

His Worship said that no reliance could be placed on the witness's statements, as although he said he was going from West Point to Tsim-tai-tai, his direction being about E.N.E. he persisted in showing by the models that he was going N.W. The men were both to blame. The *K. 4* blew improper and misleading signals on her whistle, and failed to blow the signals laid down in the rules.

The *Cheung Lee* passed too close to the bows of the *Japan*, thereby making it impossible for her to keep clear of the *K. 4* as was her duty. Both coxswains' certificates were suspended for two months.

## FAILING TO REPORT.

At the instance of Mr. A. C. Botelho, chief clerk, Harbour Office, Lai Yuen, coxswain of the unlicensed launch *K. 4*, was charged with unlawfully failing to report to the Harbour Master the name and number on his certificate for registration within 48 hours of his engagement.

Defendant said he was only engaged for a few days as a substitute.

His Worship convicted and fined the accused \$5 or 14 days.

## WILFUL DISOBEDIENCE.

John Smith, quartermaster of the s.s. *Albatross*, was charged by Mr. Gerald Edward, Bridge, first mate of the vessel, with disobeying the lawful command of the master, and continued wilful neglect of duty on board the steamer since the 1st inst., in this harbour.

Accused pleaded not guilty. Prosecutor said he gave defendant leave from 8 p.m. to midnight last night, and the officer of the watch reported to him at 11 p.m. that defendant had returned from leave drunk, abusive and riotous. Witness went on deck and saw the accused, who was creating a great disturbance, keeping "all hands awake, and using abusive language to witness and everybody else. Defendant should have relieved the deck at midnight but he was unfit for duty, and another man had to take his watch. Witness hoisted the police signal, but by the time they came the man was quiet. Witness did not consider the defendant was fit for duty until 8 a.m. to-day, after he had slept it off.

Defendant said he came off at midnight to take his watch, and when he went into the quartermaster's cabin another quartermaster, Hopkins, told him not to make so much noise. He said he wasn't making any noise, and then the other man struck him. He was not allowed to keep his watch.

His Worship convicted, and fined him six days' pay.

The incorporation of the Kanagafuchi and Japan Cotton and Silk Spinning Companies has been agreed upon, and a provisional agreement has been signed between the two companies. The agreement is to be submitted to special general meetings of the shareholders of both companies on the 25th instant.

LAM WONG, a shop coolie, employed by a firm carrying on business at 174, Queen's Road Central, was arrested yesterday afternoon in Jubilee Street for recklessly driving a truck and doing damage to Lo Cheung, a maid servant, residing in Gage Street. Lam and another coolie were in charge of the truck, which was loaded with merchandise. In attempting to descend the incline in Jubilee Street they lost control over the truck and it shot down the hill. Lo Cheung, who was leaving the market, after making some purchases, failed to get out of the road in time and was knocked down, one wheel of the truck passing over her foot. The truck continued on for a short distance and came to a standstill in the surface channel. The injured woman was sent to hospital. At the Police Court, this morning, Mr. Hazeland ordered the negligent truckman to give the woman \$10 compensation, which met the case.

## EYE DISEASES IN HONGKONG.

## REPORT BY DR. HANSTON.

Dr. G. M. Hanston, M.B., late clinical assistant, Royal London (Moorfields) Ophthalmic Hospital, reports on the ophthalmic department of the Tung Wah Hospital for last year as follows:—

In making my report with reference to the ophthalmic department of the Tung Wah Hospital I have in the first place to thank the Directors of this institution and through them Dr. J. H. Hawk, for their invariable courtesy and ready acquiescence in any suggestion of mine for the benefit of the patients.

The ophthalmic department, as mentioned in last year's report, was opened in December, 1905, and work has been continued uninterruptedly to the present date.

## HOURS OF ATTENDANCE.

Originally patients were seen on Thursdays from 5.00 p.m. At first patients were few in number but the growth of the department as soon as it became known amongst the Chinese was extraordinary. On more than one occasion as many as fifty patients were present.

Those who are acquainted with the time and trouble that have to be expended over each individual case to ensure accuracy of diagnosis and treatment will not be surprised to learn that often one could not leave the hospital till nearly 8.00 p.m. on these occasions. I must therefore take this opportunity of thanking Mr. Leung Chik Fan, Mr. Tan Tek Sang and others from the College of Medicine for Chinese, who have assisted me in the work.

I have now placed an extra day at the disposal of the hospital and attend on Mondays as well as Thursdays. The department is growing so fast that it might eventually be necessary to add still another day, though this would fall rather heavily on one who has a busy private practice to attend to as well.

## OBJECTS.

The objects of this department are twofold:—  
(1) The relief of the appalling amount of suffering from eye disease existing amongst the Chinese.

(2) The practical training of Chinese students of medicine in this special subject to enable them more effectively to relieve their afflicted fellow countrymen.

## PREVALENCE OF EYE DISEASE IN HONGKONG.

With regard to the first of these objects, it has always been the opinion of oculists at home and on the Continent that Egypt was par excellence the country where eye diseases flourish most. A slight acquaintance with the Chinese calls for a modification of this opinion. The Egyptian Government has recently made most effectual use of the ravages of eye disease, more especially with the infectious ophthalmias by instituting a system of travelling hospitals and these have been a great success.

In Hongkong these infectious ophthalmias are always extraordinarily prevalent. I may mention here that in 1905 I made a systematic examination of the eyes of the children in three of our large charitable institutions in Hongkong, the result was the astounding revelation that over 70% of the children were affected with trachoma. I considered it my duty to make a report on the subject to the Sanitary Board. The Board was interested but shrank from adding to its many labours, I can only add that should the Government, which at present is evincing such interest in Hygiene as far as school children are concerned, ever desire to deal with the subject my services if wished for will be, as far as the exigencies of private practice permit, at His Excellency's disposal.

The infectious ophthalmias have formed the bulk of eye diseases treated during the year. This obtains at all eye hospitals but the relative proportion of those attending at the Tung Wah Hospital for these complaints is far higher than is the case at say the London Eye Hospital, not even excepting the Royal London (Moorfields) Ophthalmic Hospital which is on certain days inundated with immigrants dumped in East London.

## CAUSES OF BLINDNESS.

The main causes of blindness in the Chinese are trachoma and birth ophthalmia. It is pitiful to see the ravages of these diseases. In Hongkong of the two causes trachoma is the more frequent. I have now under treatment a Post Office employee (sent by Mr. L. A. M. Johnston) who in another two months would most certainly have lost his sight from old standing trachoma. This man was going about his work sowing the disease broadcast—every individual using the same towels or basin as this man would in all probability develop trachoma and if untreated would run a considerable risk of partial or total blindness. I mention this not as an alarmist (though it is high time somebody sounded the alarm in Hongkong) but merely to call attention to a state of affairs which would not be allowed to exist for a moment in England—where in fact children suffering from trachoma are sent to special schools and are not allowed to attend the ordinary schools.

We have then here in Hongkong a disease flourishing which causes in many cases (not in all but in the majority) partial blindness and sometimes total blindness.

This disease is preventable. His Majesty King Edward in another connection uttered the now famous words "If preventable why not prevented?" Further comment is unnecessary. In a small way one has done what one can to check the spread and stamp out existing disease as far as the three charitable institutions before referred to are concerned and thanks in hearty and efficient co-operation one's efforts have been in the main successful.

## APPRECIATION.

The appreciation by the Chinese of the ophthalmic department is best shown by the following two facts:—A Chinese doctor at the hospital (i.e. employing Chinese methods) sent his daughter for treatment and another member of the Chinese Medical Staff came for treatment himself much to the delight of the other patients as soon as they discovered his identity.

## OPERATIVE.

Operative work has been of a varied character from cataract extraction to plastic surgery, the latter has greatly predominated. By far the commonest operations performed have been Seelien's and Hohl's for entropion the result of trachoma.

In many of these cases the eyesight has only just been preserved in time—the number of those who attend too late for benefit is legionary. Attendance for operations has been as occasion demanded, the exigencies of private practice preclude one from appointing a regular day. The majority of operations have been performed under cocaine. Many operations for which a general anaesthetic is given at European eye hospitals can be quite successfully performed under local anaesthesia of the Chinese for their patience is only excelled by their gratitude for what one is able to do for them.

## NEED OF INSTRUMENTS.

I have been under the necessity of providing my own eye instruments—steriliser, douches, test lenses, &c. The hospital sadly needs an equipment of this nature and also the provision of a fund for supplying spectacles at cheap rates to the deserving poor. May I hope that this need will come to the ears of some obliging Chinese philanthropist? My labours would be greatly assisted if such were to come forward to help the ophthalmic department of what is undoubtedly the finest Chinese charitable institution in the Colony.

Finally let me refer briefly to the secondary object of the ophthalmic department.

## TRAINING OF CHINESE AS OPHTHALMIC SURGEONS.

Though secondary in importance to the immediate relief of the vast amount of suffering from eye disease, it has a remote importance in the relief of future sufferers.

The training of students of Western medicine in this special subject is of immense importance to the Chinese of Hongkong and to those Chinese who dwell perhaps only temporarily in our midst.

In the ophthalmic department of this hospital there is a wealth of clinical material from which to gain experience. I endeavour to make the work as practical as possible and give practical demonstrations, whenever opportunity offers, of the uses of the ophthalmoscope and of the only really accurate method of testing the sight and estimating errors of refraction, viz. by retinoscopy.

To enable me to give these demonstrations often I must have more helpers amongst the students. When I shall have sufficiently trained a certain number they will be able to deal with the commoner eye diseases and I shall then have more time to demonstrate the less common diseases which come for treatment and I shall be able to give more frequent demonstrations of the uses of the ophthalmoscope, retinoscopy and the fallacies of testing the eyesight with the test types alone as indulged in by self-styled "Expert sight-testing opticians."

In conclusion may I venture by pointing to the past to draw into a possible future? The Japanese have assimilated Western medicine and improved on it—may not the Chinese do likewise?

It would indeed be a proud moment for Hongkong could it evolve the first Chinese ophthalmic surgeon trained by Western methods!

## CAPE COLLINSON LIGHT.

## PROPOSED ALTERATION.

On and after the 1st October, 1907, Cape Collinson Light will be 3rd order, occulting, visible 16 miles.

The new light, will be exhibited from the existing tower, will show white and red between the same bearings as at present, and will be occulted for 3 seconds every 10 seconds.

During the work of alteration, the existing fixed light will be exhibited from a platform erected alongside the tower, at the same elevation as at present.

LEUNG KAI FONG, a passenger on board the steamer *Falshan*, which arrived here at three o'clock this morning from Canton, received a great surprise when, on making preparations to leave the ship, he discovered that his box, containing \$35 worth of clothing, etc., had disappeared. No time was lost in instituting a search, which proved a failure. The box was not on board the ship. Regretting his loss, Leung started for home, but took stock of every individual he saw carrying a box. As he was leaving the wharf a coolie brushed hurriedly past him, carrying a box on his shoulder. Leung thought he saw the box, before and seized the man. The box he later recognised as his and a policeman was called and the coolie given in custody. Ip Yau was charged before Mr. F. A. Hazeland, at the Police Court, to-day, with theft, and the case was remanded, a plea of not guilty having been entered by the accused.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Prussian*) 16th inst., night.  
German (*Zeilan*) 17th inst., daylight.  
Indian (*Kutnan*) 18th inst.

The Boston S. S. Co.'s *Shawmut* arrived at Yokohama on 11th inst.

The P. & O. S. N. Co.'s s.s. *Sunda* left Singapore for this port on 12th inst., at noon.

The N. Y. K. s.s. *Tokai Maru*, Bombay Line, left Moji for this port on 13th inst., and is expected here on 17th inst.

The N. Y. K. s.s. *Ceylon Maru*, European Line, left Shanghai for this port on 12th inst., and is expected here on 15th inst.

The Imperial German Mail s.s. *Prinzess* left Shanghai on 11th inst., at 1 a.m., and may be expected here on or about 16th inst., night.

The P. & A. S. R. Co.'s s.s. *Namantia* will sail from Shanghai to-morrow morning, and will therefore be due to arrive at this port on 17th inst.

The Imperial German Mail s.s. *Zeilan* carrying the German Mails with dates from Berlin of the 18th ult., left Singapore on 12th inst., at 6 p.m., and may be expected here on or about 17th inst., at daylight.



## Telegrams.

(Reuters.)

## The French Navy.

London, 12th July.  
The spread of the opium habit in the French navy has become such that special instructions for combating it have been sent to the naval commanders; also an important circular directing measures for the improvement of general discipline.

## The Anglo-Russian Agreement.

Sir A. Nicholson and Count Ivolsky are engaged in the Anglo-Russian negotiations, which are proceeding without a hitch, and it is expected that they will be concluded before the autumn.

The Tibetan and Afghan questions are already exhausted, and the Persian problems are now being discussed.

Later.

## The United States and Japan.

Admiral Yamamoto has arrived in New York.

In urging the maintenance of friendly Japanese and American relations, the Admiral said that the passing storm would disappear in the Pacific.

Admiral Evans paid a visit to Admiral Yamamoto.

## The King in Ireland.

The King and Queen in a message to the Lord Lieutenant of Ireland warmly thank the Irish for the hearty welcome which their Majesties received at the Leopoldstown races.

A magnificent reception was held in the afternoon.

## TYPHOON WARNING.

The following telegram was received by the American Consul-General from the Manila Observatory at 10 a.m., to-day:  
13th, 7.30 a.m.—Cyclone has crossed Luzon Island north of Guam moving probably W.N.W.

## THE BACTERIOLOGICAL INSTITUTE.

Dr. H. Macfarlane, medical officer in charge, writes in his annual report for 1906:

## STAFF.

Dr. C. M. Heanley, the newly appointed Assistant Bacteriologist, arrived in the Colony on 4th April, 1906. In addition to his duties at the Public Mortuary, he regularly assists me in the general routine bacteriological examinations. In addition he has carried on a certain amount of research work. Without his assistance, it would have been impossible to have started the Laboratory as an institute for general work and research study.

## BUILDINGS.

The Institute was opened for routine bacteriological examinations and research work on the 15th March, 1906. From this time onwards, the Bacteriologist confined his attention almost entirely to the fittings and equipment of the building for all kinds of research work. Although some work was done, and requires considerable care and time, it was found impossible to commence thorough research work until later in the year. A full description of the buildings and the accommodation provided was supplied by the Honorable the Director of Public Works in his Annual Report for the year 1905. In my opinion, the buildings have special qualifications for carrying out bacteriological examinations and research. The laboratory accommodation is excellent, and with suitable and animal houses complete a compound admitting of the most varied experimental work. Each laboratory is fully equipped with the necessary apparatus according to requirement. A microphotographic apparatus has been ordered from home, and will be fixed up in one of the rooms specially prepared for this class of work. Another room is especially reserved for conducting any experimental or other research work which may be necessary from time to time. At present, arrangements are being made to have this room fitted with electrical apparatus in order to conduct certain important experiments on the action of light on bacteria.

The complete apparatus for the manufacture of vaccine lymph, in accordance with the methods employed in the Government Laboratories in London, has been fitted up in the Serum Laboratory, and gives satisfaction.

A hot room is provided in the basement for the incubation of bacteria on a large scale as in the production of toxins used in the preparation of diphtheria sera.

The animal houses are fitted so that they may be used for animals employed in the testing and production of toxins and sera.

The smaller-rooms are used for breeding purposes.

A SINGAPORE Chinaman, who returned to Hongkong a few days ago from the Straits Settlements, and resides at 38, Connaught Road Central, went to a moneychanger's shop in Queen's Road Central last evening to change some money. Striding at the counter of the shop, and failing to notice that a few coolies had gathered around him, the Singaporean, by name Ng Kong, extracted two Straits Settlements 50 bills from his purse. Before he had time to turn them over to the moneychanger a coolie stepped up from behind the man and, giving him to understand that "the bills were not negotiable in Hongkong," took them out of his hand and gave them to an accomplice, who ran down the road, the other coolie going in another direction. This man was pursued and captured, his accomplice escaped. To-day, the prisoner, who gave the name of Chan Tuo, a fireman, residing at 9, Tai Hong Lane, was charged with theft. He pleaded not guilty before Mr. G. N. Orme. Mr. R. A. Harding appeared for the defence and the case was adjourned. Bail \$500.

## THE GREEN ISLAND CEMENT CO., LTD.

## INCREASE OF CAPITAL SANCTIONED.

An extraordinary general meeting of shareholders in the Green Island Cement Co., Ltd., was held at the office of the general managers, Messrs. R. Shewan, Jones & Co., for the purpose of passing a special resolution.

Mr. R. Shewan, president. The others present were Sir Paul Chater, Hon. Mr. Henry Kewick, Messrs. R. Henderson (secretary), R. Hancock, E. D. Maskell and J. A. Young.

The Secretary read the notice convening the meeting, and the following resolution was put to the meeting:

"That it is desirable to capitalise the sum of \$50,000, being part of the undivided profits of the company standing to the credit of the company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders of the company on the date of the passing of the resolution in proportion to the shares held by them respectively, and that the general managers be, and they are hereby authorised to distribute among the shareholders the 200,000 unissued shares in like proportion."

The Chairman proposed its adoption.

Hon. Mr. H. Kewick seconded.

Carried unanimously.

The Chairman stated that a call of \$5.50 per share will be made immediately. Scrip will be ready on the 22nd inst. He thanked those present for their attendance and the meeting concluded.

## RATS AND RAT-FLIES IN HONGKONG.

REPORT BY DR. HEANLEY AND GIBSON.

The following report is printed as an appendix to the Medical Reports for last year published in the current issue of the *Gazette*:—

## INTRODUCTION.

To determine with accuracy the particular species of every rat arriving at the Public Mortuary is by no means easy. In fact the greater number of cases an opinion can be given with certainty, but there remain some things like 20% which are difficult to recognise. This is due to several causes. (1) The young of both the common rats are very much alike, not only in size but in outline and colouring. The typical characteristics of the different species are only attained by the adult animal. (2) Some of the rats show the long ears of *Mus rattus* with the short coarse tail of *decumanus*. The possibility is that these nondescript are hybrids.

Of late years considerable attention has been given to rats and some who have worked in this connection have been reluctant to give to every rat a place in any particular species. Captain W. G. Linton, I.M.S., in a paper read before the Bombay Natural History Society in November, 1904, homologues the opinion that "it might be as easy to classify pie-dogs as rats in Bombay." A somewhat similar opinion is expressed by Kitasato, in the Philippine Journal of Science, June 1906, where he states, when speaking of different breeds of rats and their relation to plague: "Moreover, the results of biological researches tend to confirm the fact that although two distinct species of rat are found, the one most prevalent in Japan is a race which is a mixture of the two."

## SPECIES OF RATS.

The following are the species of rats we have found in Hongkong—*Mus rattus*, *decumanus*, *Mus musculus* and the so-called "musk rat" which is not a rat but a shrew *Sorex giganteus*.

THE BLACK RAT: *MUS RATTUS*.

Although this is usually called the black rat it is seldom that one is seen which is really black and we have not seen one of this colour in Hongkong. The most common colour is a dirty grey. The fur is usually fine and soft, of a lighter shade on the belly, and extends quite a little way along the back of the tail; mixed with the fur are sometimes a few spiny hairs, though these are often absent. The tail is longer than the body and head together, it is generally slender and tapers to a fine point. The ears are moderately large, standing up distinct out of the fur and extending to the eye and even beyond it when laid forward. There are five pads on the fore foot and six on the hind foot. The hindmost pads are elongated, the digits well separated and more delicate than in the *decumanus*. The claws are sharp, curved and adapted for climbing. The skull is slightly convex above. The incisors are exceedingly sharp and sloped on the wearing surface at a very acute angle. The inferior maxilla is broader, thinner and less rounded on its lower edge than that of the *decumanus* and the incisors follow the curve of its inferior border. The whole build of the animal is more light and graceful than that of the brown rat and is better adapted for climbing than burrowing.

THE BROWN RAT: *MUS DECMANUS*.

There is little to choose in colour between this and the black rat. Taking an average of colouring the brown rat is the greyer of the two and of a lighter shade and this is more noticeable when a number of the two are examined together. The fur is coarser and on the back is mixed with longer and more bristle-like hairs which have a brownish red tint; these are continued down the tail which is scaly and bare of fur almost from the root. The tail is shorter than the head and body together, it is thick and coarse, scaly and ends in a comparatively blunt point. In many specimens the point has been lost through some accident. The ears are short, rounded, set closely into the fur and when laid forward do not reach to the outer canthus of the eye. The feet are large and strong, the pads being more rounded than in the *rattus* and covered with a thicker, tougher skin, and the digits are shorter, stronger, more closely set together, and less finger-like than in the black rat. The claws are straighter, and coarser than in the *rattus*. The skull is more convex on the top than that of the black

rat. The incisor teeth are more curved than those of the *rattus*, the curve being almost at right angles to the inferior maxilla, and the wearing face of the tooth is almost parallel to the wearing surface of the molar. This rat is larger and its whole build more robust than that of the black rat, and the general conformation more fitted for burrowing than climbing.

THE MUSK RAT: *SOREX GIGANTEUS*.  
As already stated this is not a rat proper or even a rodent. It belongs to a rather mobile group, the insectivora, which includes such widely differing animals as the mole, hedgehog, shrew. This animal is caught in traps much less frequently than the others. Its outline closely resembles a rat, but it is appreciably smaller than the *rattus*. Its first characteristic is its overpowering musky odour which appears to have given it the Chinese name *Shi-shu*, the "stinking rat."

It is purely nocturnal in its habits, has a peculiar bat-like cry and frequents sewers, drains, and garbage heaps where it feeds on decaying animal matter. It sometimes finds its way into dwelling houses and its odour gives notice of its arrival. It seems to be regarded with particular aversion by Chinese who try to get rid of it by killing or driving it away. It is said to be loathed upon by some as a very noxious animal, its breath even being reputed to be fatal to man or animals, and certain it is that no cat will touch it and only a very few dogs will attempt to kill it. On the other hand we have been told that its presence in a house is indicative of coming good luck in money matters and that Chinese like to see it there. It is covered with a soft, fine, almost black fur. Under this on each flank there is a band of stiff closely set bristles, from between which exudes an odorous fluid, the product of a particular gland. The two middle superior incisors are hooked, and directed at the base; the lower ones are slanting and elongated. Five small teeth follow on each side of the former and only two follow the latter. There are besides on each jaw three bristled molars, and finally on the upper one a small unbristled tooth. The snout is greatly elongated and semipneumatic. The nostrils open on the side and are fitted with a valve arrangement which enables the animal to breathe under water. The eyes are rudimentary. It is an excellent swimmer and diver. Its gait is peculiar, owing to its short legs it moves along as if on wheels.

UNDETERMINED RATS.  
Under this heading we have included such rats as show in the one animal characters usually considered typical of *rattus* and *decumanus*, e.g., the short thick tail of *Mus decumanus* with the long ears of *Mus rattus*.

## YOUNG RATS.

These include baby rats of both species as the young are so much alike that differentiation is impracticable.

## SPECIMENS.

We have prepared specimens of the skulls of these rats and mounted them for future reference.

## COMPARATIVE FREQUENCY.

Taking the undecomposed rats which have arrived at the Public Mortuary during the last two months as indicative of the comparative numbers of each species in Hongkong we find roughly the following percentages.

Black rats: *Mus rattus* ..... 12%  
Brown rats: *Mus decumanus* ..... 18%  
Mice: *Mus musculus* ..... 48%  
Musk rats: *Sorex giganteus* ..... 2%  
Undetermined rats, size of *Mus rattus* ..... 5%  
Baby rats, undetermined ..... 15%

## RAT-FLIES: SEASONAL PREVALENCE.

We have had great difficulty during the last two months in finding fleas. The great majority of the rats coming to the Public Mortuary are obtained by killing or catching on bird lime. A hundred have been searched consecutively without finding a flea. Probably the fleas have left them. Only a limited number of rats have been obtained alive and very few of these have had fleas. When catching fleas for the Indian Hygiene Commission in July of this year one of us had no difficulty in finding 2 or 3 a day on the same number of rats as are now arriving. They were found on both alive and dead rats. The number of fleas we have got is consequently small and the number of varieties we have found is perhaps incomplete.

## METHOD BY WHICH THE SPECIES WERE IDENTIFIED.

Until recently little interest has been taken in the subject of fleas and the books we have on the subject are at variance and their descriptions are incomplete. In identifying the fleas we have used the figures and descriptions given by the well known authority on mosquitoes—C. M. Giles in the *Journal of Tropical Medicine*, July 1906. It is worth mentioning that he does not take upon himself to identify fleas but obtains the personal assistance of the authority on the group—the Hon. Mr. Charles Rothschild. The descriptions and figures are very lucid and enable us to identify with practical certainty four species. They are:—

## CEROPHYLLA MUSCULI.

This is the mouse flea. It is just now the one most commonly found on rats and mice in Hongkong. We have taken it on *Mus decumanus* and on mice but much more frequently on *Mus rattus*.

## PULEX SERRATICRUS, NEL FELIS.

This is the dog flea; we have found it on *Mus decumanus* once and also on a dog and a man.

## PULEX FASCICATUS.

We have only met with this flea once; it is said to be a common flea of rats.

## PULEX CHIROPS, VEL FALLIDUS.

This is a flea we have taken in large numbers; we have caught as many as 40 on two rats of the species *decumanus*. We have also found it on *Mus rattus* and the musk rat.

C. M. HEANLEY, M.B., B.S., D.P.H.  
ADAM GIBSON, M.B.C.V.S.  
29th December, 1906.

## A JEWELLER IN TROUBLE.

## COUNTERFEIT COINS FOUND IN A SEARCH.

While searching for stolen goods in a jeweller's shop at No. 154, Queen's Road Central, yesterday, Detective Sergeant O'Sullivan arrested Pang Kau, the salesman, on a charge of being in possession of counterfeit coins. The coins—numbering some twenty-two pieces—comprising three of local and nineteen of Kwangtung currency, were alleged to have been discovered in the salesman's box. At the Police Court, this morning, he was arraigned before Mr. F. A. Hazland on the charges. Mr. C. F. Dixon, of Messrs. Hastings and Hastings, who appeared for the defence, stated that he understood that the accused was also charged with being in unlawful possession of two silver watches and asked for a short adjournment. The police said that there will possibly be an extra charge—that of being in possession of stolen property—added against the accused, but no steps will be taken in that direction until they hear from Manila. Accused denied the charges. He reiterated that the base money was an accumulation he had received in business transactions. The case was adjourned until next week, and bail was allowed in the sum of \$500.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kidderie & Co. write on 12th inst.:—There has been a further decline in stocks during the past week, but prices are now tempting purchasers, and a fair business has been done.

Banks.—Hongkong and Shanghai Banks have not been affected by fluctuations and remain unchanged at \$680 for the old shares ex new issue, and \$524 for the new issue. The London quotation is £79 ex new issue, and £60 for the new issue. Nationals are quiet at \$51.

Marine Insurances.—Sales of Cantons have been effected at \$750, and there are further buyers at the rate. Unions can be placed at \$770. Yangtze are steady at \$180.

Fire Insurances.—China Fires have been sold and are wanted at \$88. Hongkong Fires are quiet at \$320.

Shipping.—China and Manilas are still inquired for at \$15, and Douglases at \$41. Hongkong, Canton and Macao Steamboats have been fixed at \$191. Indo-Chinas have been taken off the market at \$39.

Refineries.—China Sugars are in demand at \$100. Perak Sugars are neglected at \$15. 90 Luzons are unaltered.

Mining.—Chinese Engineerings have hardened and there are buyers in the North at \$15. 90. Rauba are wanted at \$6.

Docks, Wharves and Godowns.—Kowloon Wharfs can be obtained at \$78. Hongkong and Whampoa Docks have been dealt in at various rates from \$100 to \$150, closing with buyers. In the North, Shanghai Docks have been placed at \$15. 76, and Hongkew Wharfs at \$15. 23 1/2.

Lands, Hotels and Buildings.—Hongkong Lands have been booked at \$124 and \$104 closing quiet at the latter rate. Humphreys Estates are obtainable at \$15. Kowloon Lands have been sold at \$37. Shanghai Lands have buyers at \$15. 101 ex the interim dividend of \$15. 3 paid on the 9th inst. West Points are steady at \$50.

Cotton Yarns.—There is no business to record in stocks under this heading. Ewos can be placed at \$15. 64.

Miscellaneous.—There have been sales of China Borneos at \$9 and China Light and Powers at \$6. China Providents are offering at \$9. Sales have taken place of Green Island Cements at \$17 1/2 cam div., and there are further buyers at \$17, ex the interim dividend of 50 cents per share paid to-day. Dairy Farms can be fixed at \$15. Peak Tramways have again been sold at \$10 1/2 for the old shares and \$16 1/2 for the new shares. Hongkong Ropes are still wanted at \$23. Sumatras have improved considerably and buyers prevail in the North at \$15. 17 1/2. Laughts have changed hands at \$15. 23 1/2. Bells Asbestos have buyers at \$9. Shanghai Waterworks are in-requested at \$15 3/4, and \$15. 270 for the old and new shares respectively. It is notified that the final call of £5 on the new shares will be payable on the 30th September.

## YARN MARKET.

In their report dated 12th July, Messrs. Phipps & Co. write:—

Our last circular was dated the 28th June. The staidier tops of our yarn market, reported by last mail, has lived up to a briskness and activity so conspicuous by their absence for months past. The business reported has been on a large and extensive scale in almost all counts and descriptions. Whereas blanks have represented the columns overleaf against a number of mills for some time past, they are to-day, almost without exception, filled by numerals representing the actual figures at which transactions are reported to have taken place during the past fortnight. At the same time prices show an appreciation all round of from \$1 to \$3 per bale, while superior favourite spinnings of No. 100 have established a notable advance of from \$1 to \$6 per bale. It is reported that 6,000 bales have been contracted for forward delivery.

The impression has got abroad among Chinese dealers that transactions aggregating some 30,000 bales have recently been put through for the Western markets. The excessive purchase was confined to the better-known chops of Nos. 100 and 120. In the event of the report being confirmed, there will longer be any dependence (as mentioned in our circular No. 47, of 7th ult., of the Bombay mill-owners upon the Far Eastern markets for their manufactures). Realising the prospective change between producers and Eastern buyers, and apprehending a shortage in the

## Today's Advertisements.

## NOTICE OF REMOVAL.

WE have to-day REMOVED our Office from Nos. 1 and 2, Beaufield Arcade to "n. 21, CONNAUGHT ROAD." ULLDERUP & CHILDER, General Merchants. Hongkong, 12th July, 1907. [657]

## PUBLIC AUCTION.

THE Underigned have received instructions to sell by

## PUBLIC AUCTION.

FOR ACCOUNT OF THE CONCERNED, ON

## SATURDAY,

the 20th July, 1907, at 11 A.M., alongside the Queen Statue Wharf,

The Steam Launch "PROGRESS."

Length... .. 55 feet.  
Breadth... .. 10 " 6 inches.  
Depth... .. 7 feet 1 1/2 inches.  
Engines Compound Non-Condensing.  
Cylinders... .. 7 feet 1 1/2 inches.  
Stroke... .. 9 inches.  
Boiler of Steel Round Horizontal Multitubular.  
Length of Do. ... 4 feet.  
Diameter of Do. ... 4 " 4 ".

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 13th July, 1907. [658]

supply of the favourite spinnings of Nos. 100 and 120, local Chinese dealers have gone in for extensive engagements which, in the light of the slow clearances, might be taken as more or less of the nature of speculative purchases. It is to be hoped that the off-take might show greater activity shortly, as unless purchases are cleared, stocks will soon accumulate to the prejudice of dealers and importers. Accumulation is certain to lead to depreciation in value.

In other quarters, the recent briskness in demand is attributed not so much to the spirit of speculation but to the rise in the price of Cotton. The cable report of an advance in the price of the staple in the American and European markets has created a belief in the minds of Yarn dealers that the advance in Cotton will be reflected in an advance also in the price of the Indian commodity.

Latest country advices confirm a report of a partial failure in rice crop. Thanks to the benevolent measures of the powerful charitable institutions of Canton, they are continuing the policy of importing rice in bulk from Assam and Siam for cheap disposal in the districts of the Southern Provinces wherein the crop has been disappointing.

The third silk crop is reported to be good and plentiful, resulting in high prices for cocoons dropping some 2 per cent. A bountiful silk crop might, in a measure, make up for the poor rice harvest. So that the prospects of the consuming districts for cotton yarn may not appear so gloomy after all.

## The market closes firm.

Sales:—355 bales of No. 60, 50 bales of No. 80, 6,875 bales of No. 100, 2,245 bales of No. 120, 1,455 bales of No. 160, and 3,190 bales of No. 200; in all about 14,190 bales.

Arrivals:—Per steamers *Catherine*, *Ishtar* and *Hopang* (from Calcutta), and *Mika Maru*, *Ishtar* and *Dilhi* (from Bombay) of about 5,000 bales.

Unsold Stock:—About 24,000 bales.

Exchange:—We close to-day as under:—

India T.T. at Rs. 163 1/2 per cent.

Demand " " 163 1/2

London T.T. " Sh. 2 1/2 d. = \$

Demand " " 2 1/2 d. = \$

Shanghai " " Tls. 73 = \$100.

Silver " " " 31 1/2 d. per oz.

Writing under same date, Messrs. Cawajee, Pallenjee & Co. report:—

Since the issue of our last report on the 28th ultimo per *S. D. D. D.* favourable advices from Bombay consequent on the advance in the prices of raw cotton in England and America have considerably strengthened holders who have succeeded in establishing an improvement of \$1 to \$7 in values. Our large neighbouring market of Shanghai has also been active and advancing and with extensive shipments to that port our stocks are greatly reduced which has considerably relieved our market of unsaleable goods. Prices in the country are much below our equivalent, notwithstanding which there has been during the past fortnight a much more extensive business than has been done for some months past and we close with a strong market.

No. 60.—Small business at an advance of \$2 to \$5 per bale.

No. 80.—Trifling sales at a slight advance.

No. 100.—Have been in very good inquiry at an improvement of \$2 to \$7 per bale, and the demand still continues for favourite threads.

No. 120.—Have also been largely dealt in at an appreciation of \$2 to \$4 per bale especially in superior spinnings.

No. 160.—A fair business has been done in this count in desirable spinnings at an advance of \$1 to \$3 per bale.

No. 200.—Have not been in great demand, but still a moderate business has been effected in special spinnings at an advance of \$2 to \$4 per bale.

Sales during the past fortnight comprised of about 570 bales of No. 60, 20 bales of No. 80, 6,000 bales of No. 100, 3,000 bales of No. 120, 1,000 bales of No. 160, 3,114 bales of No. 200; in all about 13,794 bales. Arrivals per steamers *Ishtar*, *Ishtar*, *Mika Maru*, *Hopang*, *Ishtar* and *Dilhi* amount to about 5,135 bales.

Shipment to Shanghai and Northern Ports of about 5,000 bales. The unsold stock is estimated at about 45,000 bales.

Local Mills.—Sales of 515 bales No. 100, at \$13 to \$15 are reported.

Japanese Yarn.—The business of the interval comprises sales of 275 bales No. 160, at \$10 to \$11; and of 500 bales No. 200, at \$12 to \$13.

Exchange.—We quote to-day on India at 163 1/2 X. London at 25 1/2 d.

## Intimations

THE ROBINSON PIANO CO., LD.

TALKING MACHINES

AND

RECORDS.

New Stock just arrived

LARGE AND VARIED

ASSORTMENT

MUSIC

Comic Opera Scores

and Dance Music.

RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [13]

SEASONABLE WINES.

HOCKS & MOSELLES

(SOLE AGENTS FOR LANGENHACH & SOHNE, WORMS-ON-RHINE.)

Sparkling Moselle ..... \$28.00

" Hock ..... 28.00

Kaibenhelm ..... \$13.00 15.00

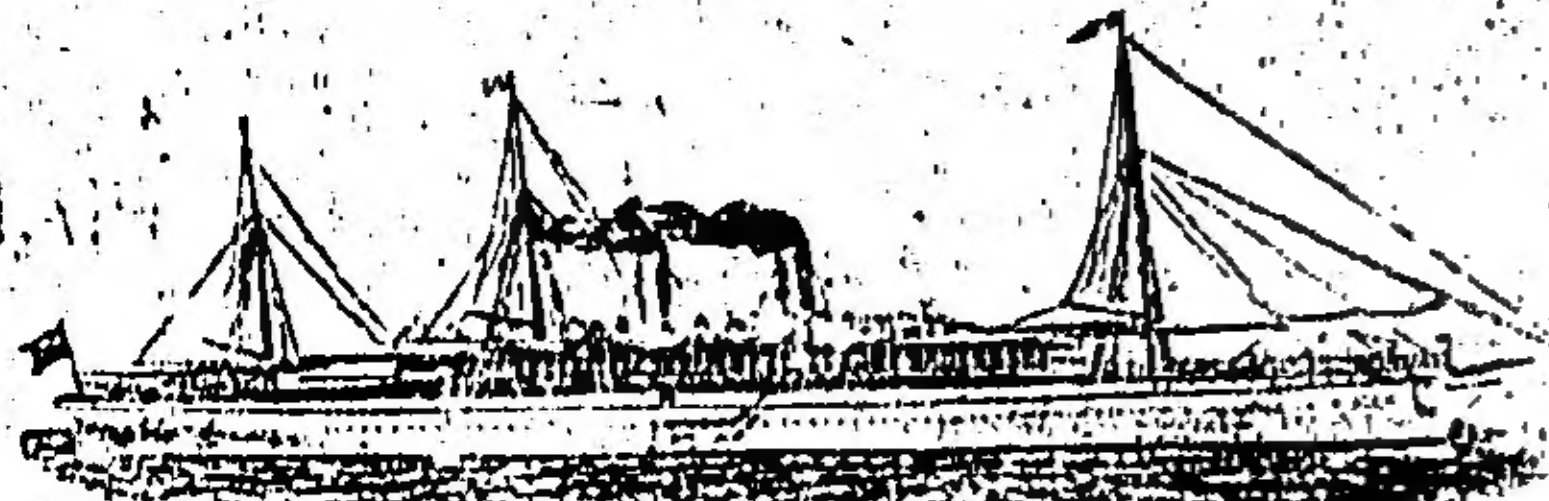
Graacher ..... 14.00 16.00

Niersteiner ..... 15.00 17.00



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, July 17th	Aug. 10th
"EMPEROR OF INDIA"	5,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th

Intermediate steamers at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Steamers, and 1st Class on Railways £40.

R.M.S. "MONTAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 4th July, 1907.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"WAISHING"	MONDAY, 15th July, 4 P.M.
SHANGHAI	"TAISANG"	TUESDAY, 16th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	WEDNESDAY, 17th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 19th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	£ 65	\$100
"Penang	85	130
"Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 13th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL:

FOR	STEAMERS	TO SAIL:
SWATOW & SHANGHAI	"YOHOW"	14th July, 9 A.M.
HAIPHONG	"CHEILY"	15th " " day/light.
MANILA	"TANING"	16th " " 4 P.M.
NINGPO & NEWCHANG	"NANCHANG"	16th " " "
SWATOW, CHEFOO & TIENTSIN	"RUICHOW"	18th " " "
SWATOW & SHANGHAI	"KIUKIANG"	19th " " "
CEBU and ILOILO	"SUNGKIANG"	24th " " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINOTU"	3rd Aug., 4 P.M.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading in all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th July, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, amidships—Electric Light—Perfect Cuisine—Burgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	A. Fraser	MANILA	SATURDAY, 20th July, at Noon.
HUIH	1540	R. W. Almond	"	SATURDAY, 3rd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th July, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Steamship "ABERLOUR" To sail FRIDAY, 23rd August.

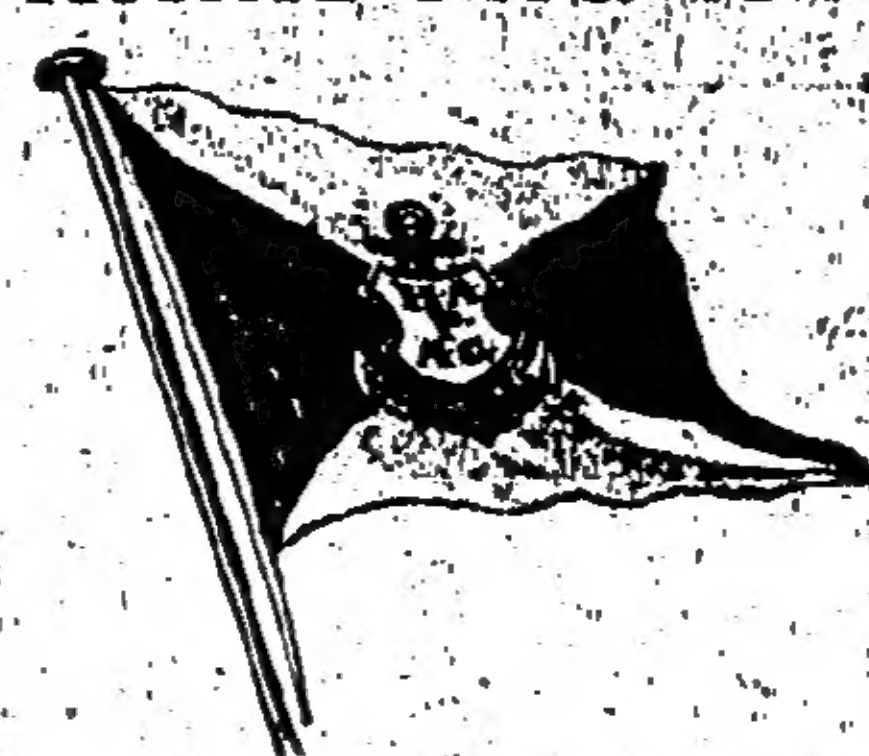
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA, HABSURG, HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSURG ..... 2nd Aug.

Hongkong, 12th July, 1907.

SCANDIA ..... 7th Aug.

HABSURG ..... 4th Sept.

RHENANIA ..... 4th Oct.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers Tons To sail on

"KATHERINE PARK" 4,900 July 18, noon

"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S.N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 27th June, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above,

on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

 sions, Ice, &c., throughout the voyage. |



## COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London-Bank T.T.	1/2 5/16
Do. demand	1/2 3/16
Do. 4 months' sight	1/2 1/16
France-Bank T.T.	1/2 5/16
Do. demand	1/2 3/16
Do. 4 months' sight	1/2 1/16
Germany-Bank T.T.	1/2 5/16
Do. demand	1/2 3/16
Do. 4 months' sight	1/2 1/16
India-Bank T.T.	1/2 5/16
Do. demand	1/2 3/16
Do. 4 months' sight	1/2 1/16
Japan-Bank T.T.	1/2 5/16
Do. demand	1/2 3/16
Do. 4 months' sight	1/2 1/16
U.S.A.-Bank T.T.	1/2 5/16
Do. demand	1/2 3/16
Do. 4 months' sight	1/2 1/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16
6 months' sight L/C	1/2 5/16

## Shipping.

Arrivals.	
Pusanulok, Ger. s.s., 1267, D. Reimers, 12th July, Bangkok and Hoihow 6th July, Rice, B. & S.	
Fritthof, Nor. s.s., 891, O. Andersen, 12th July, Hong Kong, Coal—Aagaard, Thorsen & Co.	
Shoshu Maru, Jap. s.s., 999, M. Nemoto, 12th July, Shanghai via Foochow, Amoy and Swatow 11th July, Gen.—O. S. K.	
Orland, Nor. s.s., 917, T. A. Lie, 12th July, Hamburg 24th May, Gen.—Order.	
Chihli, Br. s.s., 1143, J. Warrack, 12th July, Haiphong via Pakhoi and Hoihow 11th July, Gen.—B. & S.	
Hutchow, Br. s.s., 1217, E. Forsyth, 12th July, Tientsin 11th July, Gen.—B. & S.	
Michael Jensen, Ger. s.s., 951, H. Bendixen, 12th July, Mauritius via Singapore 20th June, Sugar, Nam Wing.	
Vienna, Br. s.s., 2,863, J. Jones, 12th July, Canton 12th July, Ballast—S. O. Co.	
Waishing, Br. s.s., 1,170, Richard, 12th July, Canton 12th July, Gen.—J. M. & Co.	
Haimun, Br. s.s., 636, A. J. Robson, 12th July, Swatow 12th July, Gen.—D. L. & Co.	
Yuan Maru, Jap. s.s., Nagasaki, 12th July, Kutchin 7th July, Coal—M. B. K.	
Clearances at the Harbour.	
Yoshin Maru, for Swatow.	
Yuan Maru, for Kutchin.	
Goto Maru, for Moji.	
Glensk, for Moji.	
Japara, for Singapore.	
Aburou, for Yokohama.	
Nishan, for Swatow.	
Hoihow, for Canton.	
Yokohama, for Swatow.	
Silata, for Singapore.	
Taki Maru, for Nagasaki.	
Phuyun, for Saigon.	
Katong, for Cebu.	
Hoihow, for Singapore.	
Departures.	
July 13.	
China, for Europe.	
Rubi, for Manila.	
Tao Pao, for Bangkok.	
Adrian, for Manila.	
Mastang, for Sandakan.	
Goto Maru, for Moji.	
Nishan, for Swatow.	
Phuyun, for Saigon.	
Katong, for Cebu.	
Hoihow, for Singapore.	
Yokohama, for Swatow.	
Silata, for Singapore.	
Taki Maru, for Nagasaki.	
Phuyun, for Saigon.	
Katong, for Cebu.	
Hoihow, for Singapore.	

Passengers arrived.	
Per Michael Jensen, from Singapore—250 Chinese.	
Per Pusanulok, from Bangkok, &c.—Dr. Wilson and daughter, Messrs. H. Kugel and F. Couleaux.	
Passengers departed.	
Per China, for Marseilles and London—Mr. L. D. Buckley, Mrs. Crossman, Messrs. C. S. Cheung, T. I. Chan, K. L. Fuk, Y. S. Hie, J. R. Johnson, Mr. and Mrs. Y. H. Leung, Messrs. K. S. Li, C. S. Lo, C. L. Low, D. MacDonald, P. K. Tse, N. Tse, L. Tse, Dr. and Mrs. E. O. Winship, and Mr. C. Yeoman.	
Shipping Reports.	
Sir. Hinchow, from Tientsin—Moderate S.W. monsoon.	
Sir. Hatman, from Swatow—Moderate to light monsoon and fine.	
Sir. Pittanulok, from Bangkok—Fine cloudy weather, light South and South-Western wind and light sea from port to port.	

VESSELS IN PORT.	
Steamers.	
Asia, Br. s.s., 4,975, Harry Gaudreger, 10th July, San Francisco 11th June, Honolulu 18th, Yokohama 1st July, Kobe 3rd, Nagasaki 1st, and Shanghai 7th, Mails and Gen.—O. & S. Co.	
Athenian, Br. s.s., 2,440, A. O. Cooper, 4th July, San Francisco 11th June, Honolulu 18th, Yokohama 1st July, Kobe 3rd, Nagasaki 1st, and Shanghai 7th, Mails and Gen.—O. & S. Co.	
Empress of India, Br. s.s., 3,032, E. Beetham, s.s.s., 30th June, Vancouver, (R.C.) 11th June, and Shanghai 7th, Mails and Gen.—C. P. R. Co.	
Hallam, Fr. s.s., 377, L. Andersen, 12th July, Pakhoi and Hoihow 11th July, Gen.—A. R. M.	
Ischia, Ital. s.s., 4,182, D. Franceschi, 10th July, Bombay 17th June, and Singapore 4th July, Cotton, C. & Co.	
Joshin Maru, Jap. s.s., 702, H. S. Smith, 10th July, Tientsin 7th July, Gen.—O. S. K.	
Kumang, Br. s.s., 2,078, E. J. Buller, 11th July, Calcutta via Penang and Singapore 6th July, Gen.—J. M. & Co.	
Macbeth, Ger. s.s., 906, R. G. Zollner, 10th July, Bangkok 4th July, Rice and Wood: B. & S.	
Manila, Ger. s.s., 1,108, J. Minssen, 20th June, Australian Ports and Manila 20th June, Gen.—M. & Co.	
Ragnar, Nor. s.s., 1,221, H. G. Nielsen, 10th July, Rajah (Borneo) 2nd July, Timber: W. & Co.	
Rajah, Ger. s.s., 208, R. Peter, 10th July, Bangkok 4th July, Rice and Timber: B. & S.	
Shakano Maru, Jap. s.s., 3,302, T. Sugli, 7th July, Saigon 3rd July, Rice—Order.	
Signal, Ger. s.s., 907, G. Schalkier, 12th July, Hoihow 11th July, Gen.—J. & Co.	
Solstad, Nor. s.s., 897, N. Bjorngaard, 4th July, Moji 20th June, Coal—Aagaard, Thorsen & Co.	
Taming, Br. s.s., 1,350, A. W. Outerbridge, 12th July, Manila 9th July, Hemp and Gen.—B. & S.	
Wingang, Br. s.s., 1,550, H. J. Walker, 12th July, Moji 1st July, Coal—J. M. & Co.	

Steamers Expected.			
Vessels	From	Agents	Due
Kaga Maru	Shanghai	N. Y. K.	July 14
Ceylon Maru	Shanghai	N. Y. K.	July 15
Kagoshima	Shanghai	N. Y. K.	July 16
Perseus	Shanghai	M. & Co.	July 16
Zetland	Singapore	M. & Co.	July 17
Nomania	Shanghai	M. & Co.	July 17
Totomi Maru	Moji	N. Y. K.	July 17
Kutsang	Singapore	M. & Co.	July 18
Sunda	Singapore	M. & Co.	July 18
Borneo	Sandakan	N. Y. K.	July 20
Minnesota	Sydney	M. & Co.	July 23
P. Waldemar	Vancouver	C. P. R. Co.	July 28

DOCK RETURNS.	
Saidam	at Kowloon Dock
Glensk	"
Empress of India	"
H.M.S. Janus	"
Kohichang	"

CHINA COAST METEOROLOGICAL REGISTER.			
July 12th, 1907, a.m.			
Vessels	From	Agents	Due
Vladivostok	7 a.m.	29.61	SW 4
Nemuro	8 a.m.	29.75	SW 4
Hakodate	9 a.m.	29.75	SW 4
Kochi	10 a.m.	29.80	SW 2
Nagasaki	11 a.m.	29.76	SW 2
Kagoshima	12 a.m.	29.80	SE 2
Oshima	1 a.m.	29.77	SE 2
Naha	2 a.m.	29.77	SE 2
Ishigakijima	3 a.m.	29.74	SE 4
Cheloo	4 a.m.	29.65	74.92 1 C
Weihaiwei	5 a.m.	29.70	77.100 E 3
Hankow	6 a.m.	29.66	76.95 0 C
Kiungking	7 a.m.	29.73	78.74 SE 2
Shanghai	8 a.m.	29.73	78.86 SE 2
Gutai	9 a.m.	29.71	81.87 N 3
Sharp Peak	10 a.m.	29.69	84.87 0 C
Amoy	11 a.m.	29.66	81.87 SW 1
Swatow	12 a.m.	29.73	81.87 0 C
Taihou	1 a.m.	29.73	81.87 0 C
Taihou	2 a.m.	29.73	81.87 0 C
Tainan	3 a.m.	29.76	81.87 0 C
Koshu	4 a.m.	29.74	81.87 0 C
Pescadore	5 a.m.	29.75	81.87 0 C
Canton	6 a.m.	29.75	81.87 0 C
Hoihow	7 a.m.	29.75	81.87 0 C
Victoria Peak	8 a.m.	29.75	81.87 0 C
Gap Rock	9 a.m.	29.75	81.87 0 C
Macao	10 a.m.	29.75	81.87 0 C
Hoihow	11 a.m.	29.75	81.87 0 C
Pakhoi	12 a.m.	29.75	81.87 0 C
Phu Lien	1 a.m.	29.75	81.87 0 C
Tourane	2 a.m.	29.75	81.87 0 C
C. St. James	3 a.m.	29.75	81.87 0 C
Apari	4 a.m.	29.75	81.87 0 C
Legaspi	5 a.m.	29.75	81.87 0 C
Bacolod	6 a.m.	29.75	81.87 0 C
Hilo	7 a.m.	29.81	83.87 SW 1
Cebu	8 a.m.	29.80	85.87 0 C
Labuan	9 a.m.	29.81	85.87 0 C

July 13th, 1907, a.m.			
Vladivostok	7 a.m.	29.85	SW 2
Nemuro	8 a.m.	29.80	SW 2
Hakodate	9 a.m.	29.81	SW 2
Kochi	10 a.m.	29.88	SW 2
Nagasaki	11 a.m.	29.80	SW 2
Kagoshima	12 a.m.	29.84	SW 2
Oshima	1 a.m.	29.81	SW 2
Naha	2 a.m.	29.77	SE 2
Ishigakijima	3 a.m.	29.77	SE 2
Cheloo	4 a.m.	29.66	74.92 1 C
Weihaiwei	5 a.m.	29.70	77.100 E 3
Hankow	6 a.m.	29.66	76.95 0 C
Kiungking	7 a.m.	29.73	78.74 SE 2
Shanghai	8 a.m.	29.73	78.86 SE 2
Gutai	9 a.m.	29.71	81.87 N 3
Sharp Peak	10 a.m.	29.69	84.87 0 C
Amoy	11 a.m.	29.66	81.87 SW 1
Swatow	12 a.m.	29.73	81.87 0 C
Taihou	1 a.m.	29.73	81.87 0 C
Taihou	2 a.m.	29.73	81.87 0 C
Tainan	3 a.m.	29.76	81.87 0 C
Koshu	4 a.m.	29.74	81.87 0 C
Pescadore	5 a.m.	29.75	81.87 0 C
Canton	6 a.m.	29.75	81.87 0 C
Hoihow	7 a.m.	29.75	81.87 0 C
Victoria Peak	8 a.m.	29.75	81.87 0 C
Gap Rock	9 a.m.	29.75	81.87 0 C
Macao	10 a.m.	29.75	81.87 0 C
Hoihow	11 a.m.	29.75	81.87 0 C
Pakhoi	12 a.m.	29.75	81.87 0 C
Phu Lien	1 a.m.	29.75	81.87 0 C
Tourane	2 a.m.	29.75	81.87 0 C
C. St. James	3 a.m.	29.75	81.87 0 C
Apari	4 a.m.	29.75	81.87 0 C
Legaspi	5 a.m.	29.75	81.87 0 C
Bacolod	6 a.m.	29.75	81.87 0 C
Hilo	7 a.m.	29.81	83.87 SW 1
Cebu	8 a.m.	29.80	85.87 0 C
Labuan	9 a.m.	29.81	85.87 0 C

NAME.			
NAME	CLASS	TONS.	GUNS.
Alicia	despatch vessel	700	4
Bedford	cruiser, 1st class	4,165	10
Bramble	cruiser, 1st class	9,800	14
Brijonart	river gunboat	710	6
Cadmus	river gunboat	710	6
Cherub	water tank and tug	1,070	6
Clio	torpedo boat	1,070	6
Fame	torpedo boat	1,070	6
Flora	torpedo boat	1,070	6
Handy	torpedo boat	1,070	6
Janus	torpedo boat	1,070	6
Kent	cruiser, 1st class	9,800	14
King Alfred	cruiser, 1st class	14,100	18
Kinsab	river gunboat	616	4
Marila	surveying ship	1,070	6
Monmouth	cruiser, 1st class	9,800	14
Moore	river gunboat	180	2
Robbie	torpedo boat	180	2
Sandpiper	river gunboat	85	2
Snipe	river gunboat	85	2
Taku	torpedo boat	85	2
Tamar	receiving ship	4,650	6
Teal	river gunboat	710	6
Thistle	river gunboat	710	6
Virago	torpedo boat	355	6
Waterwitch	torpedo boat	355	6
Whiting	torpedo boat	355	6
Widgeon	river gunboat	195	2
Woodcock	river gunboat	195	2
Woodlark	river gunboat	195	2

TO-MORROW.	
St. Peter's Seamen's Church.	
Queen's Road, West.	
Seventh Sunday After Trinity.	
Holy Communion 7.30 a.m.	
Morning Prayer 11 a.m., Venite, Alcock; Te Deum, Russell; Benediction, Garrett, Hyman.	
Evening Prayer, 6.30 Magnificat, Smart; Nunc Dimittis, Hymns, 262, 450, 591 and 274.	
The Church launch <i>Drydock</i> will call on ships carrying white covers to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.); returning afterwards. The "Answering Penman" is the call flag. All the sittings are free and unappropriated. Visitors welcome. Books, &c. provided.	
Sunday school 10 to 10.45 a.m.	
Meeting at Seamen's Institute 7.30, Prayers East on Sunday at 8 p.m.	
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5.30 a.m.	
German Bethesda Chapel, West Point—Morning Service, 11 a.m.	
St. Francis Church, Wanchai—Mass (C.M.), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.	
St. Joseph's Church, Garden Road—Morning Service (English), 10 a.m.	
St. Anthony's Chapel, West Point—Mass, 8 a.m.	
Union Church—Services, 11 a.m., and 6 p.m.	
St. John's Cathedral.	
July 14th Sunday, 7th after Trinity.	
Holy Communion 7.30 a.m.	
Matins 11 a.m., Responses: Ferial, Venite; Alcock, Psalms: of the 14th morning, Te Deum; Woodward, Smart and Turle, Benedictus; Langdon, Hymns: 175, 262 and 230.	
Evening (5.45 p.m.) (Full Choir) Responses: Ferial, Psalms: of the 14th evening, Magnificat; Nunc Dimittis: Walmesley in D, Minor, Antiphona: "The Radiant Dawn" Woodward, Hymns: 500, and 17; Sevenfold Amen.	
Psalm 73 Verses 1, 2, 11, 12, 21 in unison.	
74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	
Voluntary: Choral Song and Fugue—S. S. Wesley.	
UNION CHURCH—KENNEDY ROAD.	
Sunday, 14th July, 1907.	
PRAYER: THE REV. R. ELLISON.	
11 a.m. 6 p.m.	
Hymn 18 Hymn 461	
Paraphrase 30 Psalm 34	
Hymn 392 Hymn 438	
" 505 " 173	
" 234 " 355	

# Post Office.

A Mail will close for:—

Yokohama—Per *Aburou*, 14th July, 9 A.M.  
Swatow, Amoy, and Tamsui—Per *Joshin Maru*, 14th July, 9 A.M.  
Singapore, Penang and Bombay—Per *Ischia*, 15th July, 11 A.M.  
Macao—Per *Sui Tai*, 15th July, 1.15 P.M.  
Swatow, Amoy and Foochow—Per *Haimun*, 15th July, 2 P.M.  
Shanghai—Per *Waishing*, 15th July, 3 P.M.  
Haiphong—Per *Chihli*, 15th July, 5 P.M.  
Haiphong—Per *Signal*, 15th July, 5 P.M.  
Hoihow and Pakhoi—Per *Hailan*, 15th July, 5 P.M.  
Swatow, Amoy, Foochow and Shanghai—Per *Shakano Maru*, 16th July, 9 A.M.  
Macao—Per *Sui Tai*, 16th July, 1.15 P.M.  
Manila—Per *Taming*, 16th July, 3 P.M.  
Shanghai—Per *Taiwan*, 16th July, 3 P.M.  
Ningpo and Newchwang—Per *Nanchang*, 16th July, 3 P.M.  
Keelung, Moji, Kobe, Yokohama and Portland, Or.—Per *Numania*, 16th July, 4 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, 17th July, 10 A.M.  
Europe, &c., India, *via* Taticoric—Per *Freuzen*, 17th July, 11 A.M.  
Macao—Per *Sui Tai*, 17th July, 1.15 P.M.  
Singapore, Penang and Calcutta—Per *Kum-tang*, 17th July, 2 P.M.  
Manila, Simpsonhafen, Fr. Wilhelmshafen, Herbershohke, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Manila*, 18th July, 11 A.M.  
Karatsu, Kobe, Yokohama, Callao, (Peru) and Iquique, (Chile)—Per *Katherine Park*, 18th July, 11 A.M.  
Macao—Per *Sui Tai*, 18th July, 1.15 P.M.  
Swatow, Chefoo and Tientsin—Per *Hui-chow*, 18th July, 3 P.M.  
Macao—Per *Sui Tai*, 19th July, 1.15 P.M.  
Swatow and Shanghai—Per *Kiukiang*, 19th July, 3 P.M.  
Manila—Per *Loongsang*, 19th July, 3 P.M.  
Manila—Per *Zaffro*, 20th July, 10 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Azla*, formerly the *A. Doris*, 20th July, 11 A.M.  
Yokohama—Per *Sui Tai*, 20th July, 1.15 P.M.  
Yokohama—Per *Tijnaki*, 22nd July, 4 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Perle*



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION. BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	90,000	\$125	\$125	\$1,000,000	\$1,721,558	\$1.15/- and bonus of £1 @ Ex. 2/3 =	4 1/2 %	\$1.80 ex n. issue
Do. (new)	40,000	\$125	\$125	\$11,000,000		\$24.33 making \$40.80 for 1906		\$522 1/2 new issue
National Bank of China, Limited	99,925	£7	£6	\$12,735	\$71,293	\$2 (London 3/6) for 1905		London 7/9
<b>MARINE INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %	ex new issue
North China Insurance Company, Limited	10,000	£15	£5	\$110,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex	6 1/2 %	London £60
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,460,410	Final of \$12 making \$42 for 1905 and	5 1/2 %	n. issue first call
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$461,467	Interim of 13/- for 1906		\$51
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$262,980	\$1 for year ending 31.12.1905	6 1/2 %	\$270 sa. and b.
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,236	\$40 for 1905	12 1/2 %	Tls. 75
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,500	\$565	\$1 for 1906	6 1/2 %	\$770 buyers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %	
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$150,000	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %	
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$280,000	\$2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905		
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 13,327	Final of Tls. 31 making Tls. 54 (Pref.) and	11 1/2 %	
Do. (Preference)	100,000	Tls. 50	Tls. 50	\$500,000	Tls. 6,663	Final of Tls. 3 making Tls. 54 (ord.) for 1906	10 1/2 %	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$20,000,000	\$3,556,000	Interim of 1/- Coupon No. 3 for a/c 1907	2 1/2 %	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$127	\$1.00 for year ending 30.4.1907	4 1/2 %	
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$1,500,000	Tls. 18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %	
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$218	\$8 for year ending 31.12.06	8 %	
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Tls. 8,935	\$1 for 1907		
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	\$350,000	Tls. 100,000	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %	
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000	\$12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %	
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	\$5,000,000	G \$909,050	Interim of 50 cents for account 1906		
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000	\$8,745	No. 12 of 1/- = 28 cents		
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 %	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Final of \$21 making \$5 for 1906	6 1/2 %	
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	12 %	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$5,570,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %	
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$3,600,000	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year	8 1/2 %	
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$250,000	Tls. 12,936	ending 31.12.06 on old capital		
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %	
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$8,418	\$3 for year ended 30.6.1906	10 1/2 %	
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	12 %	
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$371	\$5 for second half-year making \$10 for 1906	8 1/2 %	
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$26,075	Final div. of \$33 making \$7 for 1906	6 1/2 %	
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$225,000	\$15,218	Final of 6 1/2 = 10 % for 1905	9 %	
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$1,935	Final of \$6 making \$10	12 1/2 %	
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %	
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 for 1906	4 1/2 %	
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	\$780,000	Tls. 61,078	Interim of Tls. 3 for account 1907	7 1/2 %	
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	
<b>COTTON MILLS.</b>								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,560	\$1 1/2 for the year ending 31.7.06	11 %	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %	
Laoh-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000	Tls. 31,469	Tls. 8 for 1906	9 1/2 %	
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 50,663	Tls. 50 for 1906	15 1/2 %	
<b>MISCELLANEOUS.</b>								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000	\$906	\$7 for 1906	8 1/2 %	
Bell's Asbestos Eastern Agency, Limited	1,604	\$10	\$10	\$16,040	\$286	1/3 per share for 1905	8 1/2 %	
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$253	\$3 for 1905		
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	\$19	\$1 for 1904		
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$200,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %	
China Light and Power Company, Limited	10,000	\$10	\$10	\$100,000	\$25,000	60 cents for year ended 28.2.06	6 %	
Do. special shares	50,000	\$1	\$1	\$50,000	\$25,000	80 cents for 1906	8 %	
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$15,110	\$1.30 for year ending 31.7.1906	11 1/2 %	
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	Interim of 50 cents per share for a/c 1907	11 1/2 %	
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000	\$10,804	\$2 1/2 for year ending 28.2.07	7 %	
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$15,032	\$1 per share for year ending 28.2.07	7 %	
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,933	Final of \$18 making \$22 for yr. ending 31.12.06	9 1/2 %	
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	\$2.00 for year ending 31.12.06	9 %	
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	Second interim div. of Tls. 7 1/2 for a/c 1907	9 1/2 %	
Maatschappij tot Exploitatie van Langkat, Limited	25,000	Gs. 100	Gs. 100	\$2,500,000	Tls. 10,374	5 pps sh. ex. period fr. 19th Oct. to 30th Apr. '07		
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,055	None		
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	\$2,324	Final of Tls. 31 and bonus of Tls. 1 1/2 for	4 1/2 %	
Philippine Company, Limited	7,500	\$10	\$10	\$75,000	Tls. 7,990	year ending 31.12.06		
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,200,000	Tls. 9,751	Tls. 4 for 1905	12 1/2 %	
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$270,000	Tls. 3,374	Final of Tls. 5 and Tls. 10 for 1906	8 1/2 %	
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$450,000	Tls. 7,843	Interim div. of 15/- for 1-year 1906		
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$600,000	Tls. 85,592	Interim div. of 5/- for 1-year 1906		
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$163,500	Dr. \$41,934	None		
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	Tls. 1,012	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %	
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	\$349	Interim of Tls. 4 for year 1905/6		
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	\$100,000	Tls. 1,012	First year		
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$722	70 cents on 9,000 ord. shares and \$2.00 on	6 1/2 %	
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$5,482	100 Founders for year ending 31.12.06	7 1/2 %	
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$500,000	\$182	Final of 40 cents per share making 80	10 %	
William-Powell, Limited	15,000	\$10	\$10	\$150,000		cents for year ending 31.12.07		

\*These shares are entitled to half of the profits.

Printed and Published by JOHN PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 1, Lee, Horse Road, in the City of Victoria, Hongkong.

## Halls.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON  
SINGAPORE, BATAVIA,  
COLOMBO, CALCUTTA,  
BOMBAY, ADEN, DJI-  
BOUTI, EGYPT, MAR-  
SEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

The S.S. "ERNEST S. MONS,"  
Captain Girard, will be despatched to  
MARSEILLES on TUESDAY, the 23rd July,  
at 1 P.M.

This Steamer connects at Colombo with the  
Australian line s.s. "Dumbia" bound for Mar-  
seilles via Bombay and Aden.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:-

S.S. TONKIN ..... 6th August.  
S.S. SALAZIE ..... 20th August.  
S.S. POLYNESIE ..... 3rd Sept.  
S.S. TOURANE ..... 17th Sept.  
S.S. AUSTRALIEN ..... 1st Oct.  
S.S. NERA ..... 15th Oct.

G. DE CHAMPEAUX,  
Agent.  
Hongkong, 10th July 1907.

NAVIGAZIONE GENERALE ITALIANA  
(Florida and Rubattino United Companies).

STEAM FOR  
BOMBAY, VIA SINGAPORE AND  
PENANG.

Having connection with Company's Mail  
Steamers to ADEN, SUEZ, PORT SAID,  
MESSINA, NAPLES, LEGHORN  
and GENOA, also  
VENICE and TRIESTE, all MEDITER-  
RANEAN, ADRIATIC, LEVANTINE  
and SOUTH AMERICAN PORTS  
up to CALLAO.

(Taking Cargo at through Rates to PERSIAN  
GULF and BAGDAD, also BARCE-  
LONA, VALENZA, ALICANTE,  
ALMERIA and MALAGA).

THE Steamship

"ISCHIA,"  
Captain Dini, will be despatched as above on  
MONDAY, the 15th instant, at Noon.

At BOMBAY, the Steamer is discharging in  
Victoria Dock.

For further Particulars regarding Freight  
and Passage, apply to

CARLOWITZ & Co.,  
Agents.  
Hongkong, 11th July, 1907.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further Information apply  
to DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 10th July 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

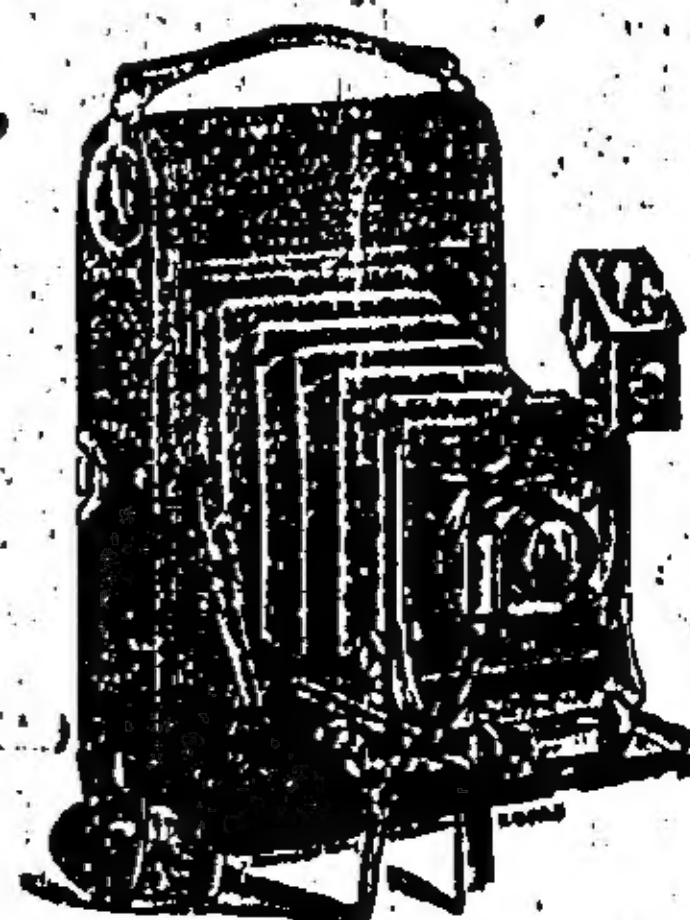
## DEPOT

GENERAL HOUSEHOLD

REQUISITES.

&amp;C., &amp;C., &amp;C.

Telephone 256.



FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

# Dewar's

## 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN &amp; BERBLINGER,

15, 16 &amp; 17, Connaught Road Central.

(480)